

small air forces observer

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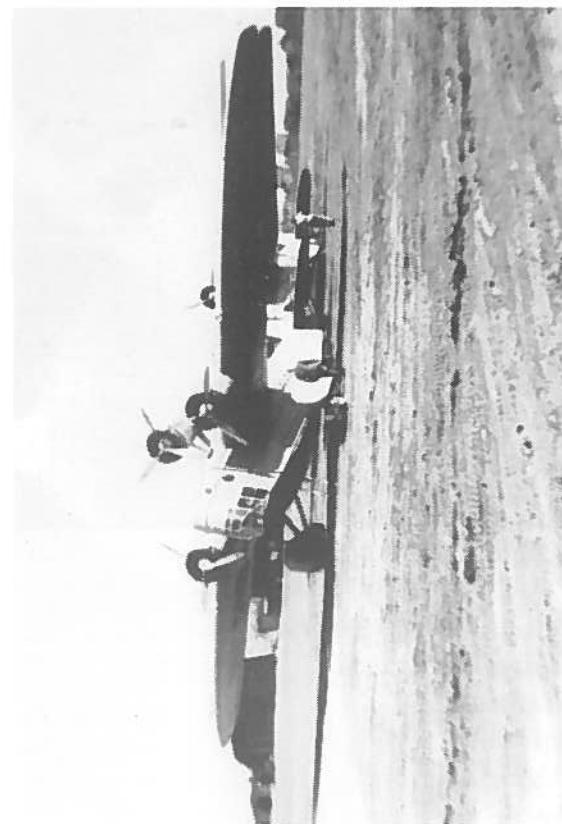
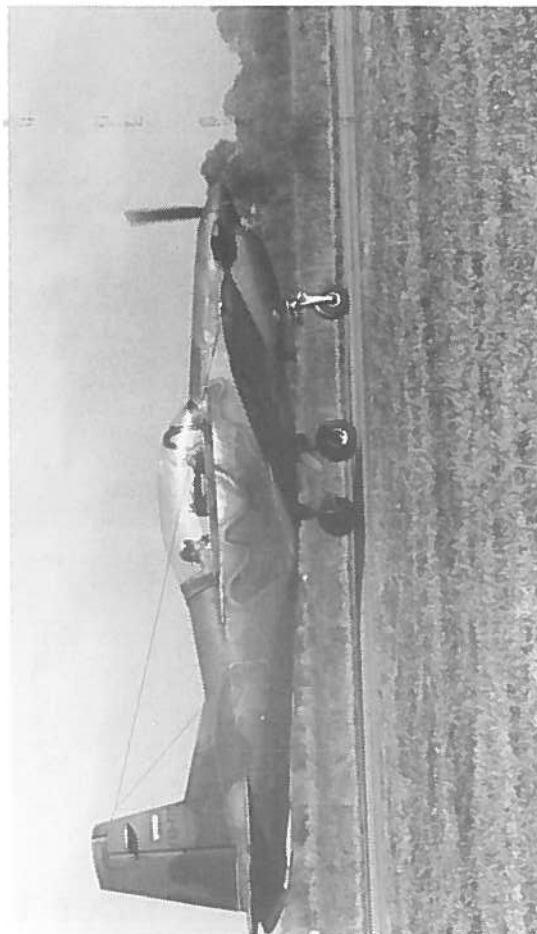
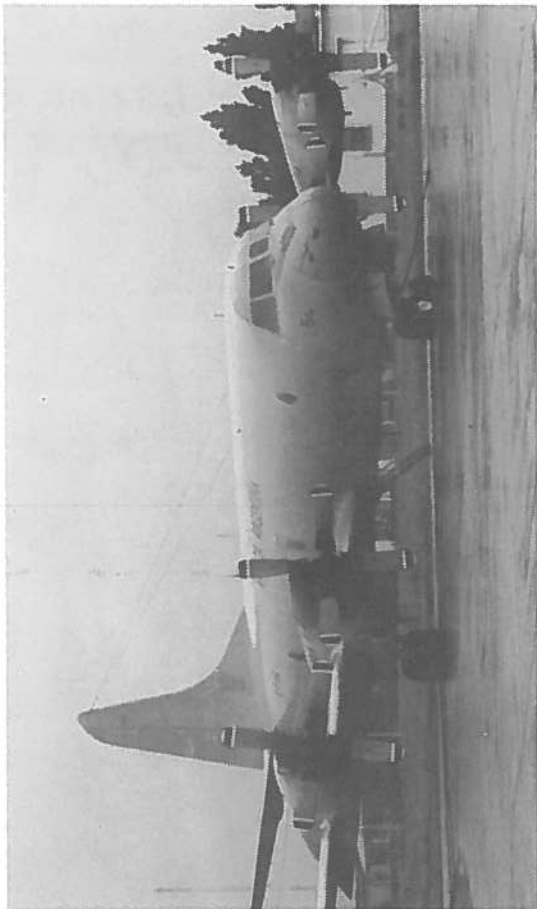
US \$4.00



French & Italian RF-84F Series
Yugoslav Dornier Do Y
Chinese Gladiators
Finnish Buffalos
Yugoslav Furies
Chinese He-66

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SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

TABLE OF CONTENTS

Abstracts	112
Buffalos Abroad (Cance)	115
Chinese Gladiators (Louie)	118
Chinese He 66 (Hotte)	122
French & Italian RF-84F Serials (Yip)	123
Yugoslav Do Y (Srecko)	125
Yugoslav Furies (Napier)	129
Books (Polish AF, Jak-3, Regia Aeronautica, Argentine Meteors, Avions Renard, Pearl Harbor, Aerobatica Nazionale)	135
Magazines (Gaceta da Aviacion, Aeronauticas)	137
Kits (Goodyear F2G Corsair)	137
Decals (Foreign Bf 109, RAF Spitfires)	138
Letters (Hagedorn, Adams, Garcia, Vaitones, Luzardo)	138

SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is

identified in the reprint.

SUBSCRIPTION RATE: Subscription to the current volume of the SAFO is US \$12.00 for 4 issues in the USA and elsewhere via surface mail. For the cost of air mail delivery, contact the editorial office, or send \$22.00 and any surplus will be credited to your account. Payment should be made in cash, by International Money Order, or by a check drawn on a bank with a subsidiary in the US made payable to "Jim Sanders". New subscriptions begin with the next issue published after payment is received; if you desire otherwise, please specify which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA.

BACK ISSUES: Either back issues or Xerox copies of out-of-print issues are available for all issues of the SAFO published. The cost is \$3.00 each plus postage. For a list of all issues and their content, send two 1st class stamps (or 2 IRCs) to the editorial office.

MEMBERSHIP LIST: To promote cooperation between members, a list of SAFO member's names and addresses is available to SAFCH members for \$1.00 plus postage (\$1.00 surface or \$2.00 air mail).

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COVER COMMENTS: This spectacular view of an Argentine Army Aviation Dewoitine D-27, serial '15', over Buenos Aires during the mid 1930's was sent to us by Jorge F-Nunes Padin as a supplement to his article on these aircraft that appeared in SAFO #59. If this doesn't inspire you modelers to get the KP kit of the Dewoitine out of the loft, nothing will.

PHOTO PAGE 110: Top left: Bolivian Naval Aviation PC-7T Turbo Trainer 'FAB 471' at Mariano AFB, Argentina, in August 1998. Medium and dark brown separated by thin lines of light brown. Top right: Argentine Naval Aviation Lockheed P-3B Orion '6-P-54' parked on the ramp at its home base Alte. Zar NAS (Trelew) in October 1998. Light blue/grey overall. (Both photo Jorge F-Nunes Padin.) Bottom: See article on Yugoslav Dornier Do Y which begins on page 125.

PHOTO PAGE 143-144: Indonesian aircraft photographed at the Aviation Museum in Jakarta: Mil Mi-8, PZL-104 Wilga, Fairey Gannet, NA F-51D Mustang, MiG-21F, Bell 204, NA B-25 Mitchell, Surface-to-surface missile, and surface-to-air missile. (All photos by Vince Gostkowski.)

-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-

"One of my other interest, beside Mexican Aviation, is gathering listing of fighter Aces from the 1930's to the present, from different countries. I would like to get information on the fighter aces of Hungary, Romania, Bulgaria, and the other air forces that fought against the Russian Air Force from 1941-45.

"I am also seeking information on the Russian pilots who flew in Korea 1950-1953; is there a good listing with their fighter aces and units they flew in. Also I would like to know more about the incident, in May 1940, when Swiss AF BF-109's engaged German bomber and fighters.

"Any recommendations, books, articles, or web sites would be of help."

Santiago A. Flores (SAFCH #588), PO Box 430910, San Ysidro, CA 92143-0910, USA.

"I am planning to build 1/72-scale models of the Waco CSO, D, and F. Does anyone know of articles that can help? I have the resin kit of the UPF-F-5, but this is not a very good kit, so I would rather start this version from scratch as well as build the other versions."

Calsyn Frans (SAFCH #854), Oude Staatsbaan 21, B-9991 Maldegem, Belgium.

"There are several types of WWII Croatian aircraft for which profiles have been published in articles and decal instruction sheets, but for which I have not seen photographic evidence of the existence of

these color schemes. Therefore, I assume that the references used reside in foreign archives. Therefore, I would like to ask any SAFO reader who can help inform me where to find photos of the following types in Croatian markings. (1) Breguet XIX Lorraine with Zvonimir crosses as in the instructions for the HitKit and Airmodel kits; (2) Dornier Do-17Z in full Croatian markings (not the a/c serving on the Eastern Front); (3) Hirtenberg Hopfner WN 15; (4) Ikarus IK-2 (#2903); (5) Junkers Ju-87 Stuka; and (6) Me-109G-10 (black '2'). I would be very happy to receive any information about photos of the above mentioned types and can offer information on the Croatian AF in return."

Marko Soletic (SAFCH #1274), Vojnoviceva 22, 10 000 Zagreb, Croatia.

"I have the following books for trade or sale: (1) Avions Collection Histoire de l'Aviation #5, Le Morane-Saulnier MS 406 (French) \$70.00. (2) British Research and Development Aircraft by Ray Sturtivant \$32.00. (3) Boulton Paul Aircraft by Alec Brew \$13.50. (4) Fairey Aviation compiled by W R Taylor \$17.00. (5) Hong Kong Aircraft Handbook I by Danny C Y Chan (Chinese/English) \$20.00. (6) Junkers compiled by Brian Walters \$17.00. (7) Panzers at Saumur 2 (Japanese) \$25.00. (8) Percivals Aircraft compiled by Norman H. Ellison \$17.00. (9) Tomahawk Cruise Missile by Nigel Macknight \$8.00. (10) Westland compiled by Derek N. James \$17.00.

D. Y. Louie (SAFCH #544), 1 Irving Place #3-16D, New York, NY 10003-9706, USA. Telephone: (212) 353-1853 (home) or (718) 595-6191 (office). E-mail: dylou@juno.com

"For sale: Small Air Forces Observer and bound volumes of Air International. SSAE or IRC for list. Stephen Miller, 1637 Hugo Circle, Silver Spring, MD 20906, USA.

"I would like to hear from anyone who has information and/or photographs of Canadair CL-214/CL-415 amphibians in military and civil service worldwide. Especially I am looking for information on construction numbers and serials of Croatian, Aeronautica Militare Italianna, and Yugoslav Air Force CL-215s. Any help would be much appreciated."

Martin Bach (SAFCH #1275), Throdor-Storm-Str. 16, D81245 Munchen, Germany.

"Wanted: Any information, including copies of photos, of Mongolian Air Force aircraft 1945-1960. Especially Yak UT-2 color schemes. Will pay for cost of photocopies/postage."

Charles Euripides (SAFCH #1286), 4508 Willow Croft Court, Charlotte, NC 28226, USA

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). 4/98 (52 pages) "Three Hole Hurricane" one page drawing of Indian AF Hurricane with black/white stripes and two seats outside the cockpit. "Spitfires A-Z: Modelling the Spitfire by Mark and Scale" 9 pages with tables listing all Spitfire kits and accessories with annotations, and table of Marks for which no kit exists with notes on conversion possibilities. "Far East Spitfire" 1/2 page with side-view drawing of a FR.18. "Seafire" 1/2 page with drawing of a XV. "Bombspit" 1/2 page with drawing of a LF.16E. "VVS Spitfire" 1/2 page with drawing of a Soviet PR IV. "Israeli Mustangs" 3 pages including 13 side-view drawings. "Two Number Two Mark Twos" 1/2 page with drawings of Hurricane IIA on the trans-Africa route. "After Darker" 1/2 page with drawing of a Mosquito NF.30. "RAF Spitfires in Asia: Japan, Hong Kong, & Sambawang" 4 pages including 12 side-view drawings. Spitfire on Floats" 5 pages of reprints including 5 side-view drawings. "Striped Hurricane" 1/2 page with drawing of IIC in 'Invasion Stripes'. "Italian Hurricane" 1/2 page with drawing of ex-Yugoslava/c. "White Lancasters in Australia" 2 pages with 4 side-view drawings of French a/c. "Spitfires over Czechoslovakia" 3 pages including 9 side-view drawings (It is good to see that SAFO editor's first published article from 'way back in 1970' is still of use). "Grey Hurricane" 1/2 page with drawing of a II. "A Few of The Few" 1/2 page with drawings of one Hurricane and 2 Spitfires. "CAC's Reconnaissance Mustangs" 2 pages with drawings of 2 a/c. "Several Silver Spitfires" one page with 5 side-view drawings of RAAF a/c. "Merlin Warhawk" 5 pages including 8 side-view drawings. "Supermarine Seafire XV" 2 pages including 4 side-view drawings (British Pacific Fleet, France, & Burma). "Czech Mates" one page with 3 side-view drawings of Czech Mosquitos. "Highest and Fastest" 1/2 page with drawing PRXIX which reached 51,550 ft altitude and set 'probably the absolute piston engine speed record in the subsequent dive'. "Spitfire 21" 3 pages including 8 side-view drawings. "Ozzie Mozzie" 4 pages with one page of drawings and 4 close-up photos of engine. "Pedestal Hurricanes" 1/2 page with drawings of 2 Sea Hurricanes. "Egyptian Hurricane" 1/2 page with drawing of a IIC. "Furthest Spitfire" 1/2 page with drawings of XI 'LV-NMZ' which made the longest non-stop Spitfire flight; 1,860 miles across the South Atlantic from Dakar to Natal.

AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Pfenninggeldg. 18/2/14, A-1160 Wien. Write for free sample.) 20-Year (77/97) Index available.

3/98 (36 pages) "Avro 626 Tutor" 7 pages on the four Tutors in Austrian AF including 8 photos, 1/72-scale 3-view drawing of an all silver a/c, and a side-view drawing of a green-striped a/c. "Ein Riese in Wien-Aspen 1919" 2 pages including 3 photos of Staaken R.XIV. "Oesterreichs Luftfahrzeuge 1932" 6 pages including list of all aircraft and 7 photos (Hopfner HV 4/28, HV 3/27, & HS 8/29, Phoenix D.I, Junkers G-31, Lohner R, and Fiat A 120).

BELGIUM

KIT (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; 4 issues US \$25 in cash, International Postal Money Order for 900

BF.

#110 2/1998 (36 pages) "Que sont nos Stampe Devenus?" 2 pages including 8 photos. "Douglas A-26C Invader: Maquette Monogram 1/48" 3 pages including 2 photos of model and 2 side-view drawings of USAAF A-26C. "Quelques Reflexions sur le F-104" 4 pages including 4 photos of model, 2-view drawings showing various shades of metal and their paint mixes.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Lucidio Lago, 457/206 - Meier - Rio, RJ, CEP 20780-020. Subscription is \$10.00, but they prefer kits or accessories. Send to Antonio Pereira Linhares at the above address.)

#89 1998 (16 pages) "Os DeHavilland DH-60 'Gipsy Moth' no Paraguai" 2 pages with a 1-page scale drawing of 'T-1'. "Junkers Ju 52/3m: Sindicato Condor" 3 pages with one photo and a 2-page scale drawings of 'PP-CBE' on floats.

REVISTA FORCA AEREA (Action Editora Ltda, Av. dos Americas 3333 Sala 817, Barra da Tijuca, Rio de Janeiro - RJ, Brazil. CEP: 22631-003. R \$ 4.80 each.

Ano 3 N° 12 (108 pages) "Os Delta Contra a Frota" 16 pages on the Argentine Mirages and Daggers in the Malvinas/Falklands conflict including 14 photos and 4 color side-view drawings. "Os F-16 mais Modernos em Voo" 8 pages including 4 photos (Singapore, & Greece). "Levando o Brasil nas Asas" 8 pages on the history of 1/1 Grupo de Transporte including 4 photos 3 color side-view drawings of Brazilian C-130s. "Passaro Brasileiro em Campo de Neve" 6 pages including 4 photos of FAB C-130 in the Antarctic.

CZECH REPUBLIC

AERO PLASTIC KITS REVUE (Vydavatelství Model Hobby Press, ul. 1. maja 11, 709 00 Ostrava-Mar. Hory, Czech Republic. 6 issues \$33 surface or \$45 air.)

#57 Leden 1997 (76 pages) "Malta International Airshow 1996" 3 pages including 9 color (Maltese BN Islander) and 9 b&w photos (Maltese Alouette III & O-1E Bird Dog). "Vojenske letectvo emirastu Bahrain: 1965 az 1997" 3 pages including 6 photos and 6 color side-view drawings (Bo 105C, F-16C, AB-212, F-5F, F-5E, & UH-60A). "Grumman Avenger" (2.cast) 11 pages including 9 photos, 2 pages of scale drawings of TBM-3, and 2 pages of color multi-view drawings (USN & RN). "Stihaci specialy protivzdušne obrany" (1.cast) 6 pages including 5 photos and 4 small 3-view drawings (I-3, I-3U, I-7U, & I-75). "Se soudruhy v raji" 5 pages including 9 photos and 6 color side-view drawings (Imperial Russian Nieuport 11 & 17, Spad VII, and Camel). "Jeden ze tri" 7 pages including 7 photos and 4 color side-view drawings (Fokker D.XXI, Auster AOP, & Spitfire XVI). "British Aerospace Hawk Mk.100 a Mk.200" 9 pages including 9 photos, 3 pages of scale drawings, and 3 color multi-view drawings (Indonesia and Malaysia). "Curtiss BF2C-1/Hawk III" 4 pages including 3 photos, 1/72-scale 5-view drawing, and 3 color multi-view drawings (Argentina & USN). "Piratska vladka nad Pacifikem" (1.cast) 5 pages including 9 photos and 6 color side-view drawings of VF-17 Corsairs.

#58 Unor 1997 (76 pages) "Vojenske letectvo sultanatu Oman: 1959 az 1996" 8 pages including 10 photos and 13 color side-view drawings (Provost, Jet Provost, Hunter, Jaguar, Hawk, Beaver,

Caribou, Defender, Skyvan, AB-205, & Wessex). McDonnell Douglas/British Aerospace T-45A/B Goshawk" 9 pages including 13 photos, scale 3-view drawing, and color 5-view drawing. "Letajici cluny ve sluzbach Luftwaffe" 7 pages including 9 photos and 3 color multi-view drawings (Do 18, Do 26, & Do 24). "Letecke muzeum v Palamu ocima modelare" 2 pages including 9 photos (Indian Hurricane, Lysander, Tempest, Spitfire, HT-2, Prentice, Mystere IV, & Toofani). "Fiat C.R.42 Falco" 4 pages including 3 b&w and 6 color photos, 1/72-scale 5-view drawing, and color multi-view drawing (Swedish & Italian). "Se soudruhy v raji" (4.cast) 7 pages including 7 photos and 5 color side-view drawings (1 1/2 Strutter, Snipe, and Nieuport 24 & 27). "Grumman Avenger" (3.cast) 8 pages including 13 b&w and 11 color photos, a page of sketches of interior detail, 4 side-view drawings (-3E, -3R, -3S, & -3W), & 7 color side-view and one multi-view drawing (Japanese, Canadian, French, USN, & RN). "Piratska vladka nad Pacifikem" (2.cast) 5 pages including 4 photos, 2 color side-view and one multi-view drawing of VF-17 Corsairs). "Zachytne stihacky protivzdušne obrany" (2.cast) 3 pages including 2 photos (Ye-150).

#59 Brezen 1997 (76 pages) "Vojenske letectvo Jordanska v letech 1949-1997" (1.cast) 6 pages including 8 photos and 13 color side-view drawings (Vampire, Hunter, Starfighter, Mirage F.1, F-5, T-37, & CASA C-101). "Sikorsky H-3 Sea King" 8 pages including 11 photos, 2 pages of scale drawings (SH-3A), and 10 side-view drawings of variants. "Culver PQ-14B" 3 pages including 3 photos, 1/72-scale 5-view drawing, 3 color multi-view drawings. "Stihaci specialy protivzdušne obrany" (3.cast) 5 pages including 3 photos and two 3-view drawings (E-152A & E-152). "Rittmeister Manfred van Richthofen" (1.cast) 5 pages including 4 photos and 4 color multi-view drawings (Albatros D.III, Fokker Dr.I, & Camel). "Major Joseph Jacob Foss jednicka marinaku" 5 pages including 7 photos and 2 color multi-view drawings (F4F-4 & F4U-1A). "F/A-18 Hornet" (1.cast) 8 pages including 11 photos and 4 color multi-view drawings (USN & Canadian). "Boulton Paul P.82 Defiant" (1.cast) 7 pages including 10 photos, a 2-page 1/72-scale 6-view drawing, and 3 color multi-view drawings. "Thunderbolty RAF na Dálnem vychode" (1.cast) 5 pages including 7 photos and 5 color side-view drawings. "Letajici cluny ve sluzbach Luftwaffe" (2.cast) 4 pages including 7 photos and 2 color multi-view drawings (BV 138 & BV222). A page of color photos of four ejection seats.

DENMARK

NYT (IPMS Denmark, c/o Bjorn Jensen, Rosenvaegets Alle 6, 2100 Kobenhavn O; 4 issues for 90 Dkr surface, 100 Dkr airmail). Each issue includes a two-page English summary.

#81 (40 pages) "Dragons over the Alps" 3 pages with English text and 4 photos. "Graekenland for Modelbyggere" 2 pages including 2 photos (F-86G & F-5A). Color photos: Swedish CH-46 & Super Puma and Lithuanian Mi-8).

#82 (40 pages) "Spitfire PR Mk.XIX i svensk tjeneste" 4 pages including 11 photos (English-language version available at: www.hotel.wineasy.se/ipms). "Himlen over Berlin" 5 pages on Berlin Airlift including 2 maps and 9 photos. Photos: Danish DH.60, Fokker C.V, & He.8).

ENGLAND

IPMS MAGAZINE (Ernie Lee, 51 Ball Road,

Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £20.00 (US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505).

5/98 (44 pages) "Fairford" 3 pages with 8 photos (German Tornado ECR, Dutch P3C, Czech MiG21MF, Ukrainian Backfire, Norwegian F5A, Italian AMX, & RAF Harrier T10. "Dornier Follow up" 4 pages 8 side-view drawings (Luftwaffe 217A, 215B, 17Z, and Spanish 17-1, 17P, & 17E). 6/98 (48 pages) "Their Finest Hour" (Part 1) 5 pages on modeling the Hurricane Mk I in 1/72-scale including 4 side-view drawings, a page of sketches of details, and 1/72-scale 3-view drawing. "RAF Battledress" 2 pages with 8 drawings of uniforms.

PLASTIC KIT CONSTRUCTOR (PAMAG (Publications) Ltd., 3 Lowfield Court, Old Forge Business Park, Sark Road, Heeley, Sheffield, S2 4HG; 4 issues £18.00. In USA/Canada order from J.J. Daileida, 4314 West 238th St., Torrance, CA 90505; since exchange rates fluctuate write Joe for current rates).

#55 Autumn 1998 (40 pages) "Turbo Mustang" 6 pages on modeling the Turbo Mustang in 1/48-scale including 23 photos of the model. "Kawanishi E15K1 Norm" 2 pages on modeling the 1/72-scale Usk kit including 2 photos of the model. "AeroClub's DH Venom FB-1" 5 pages on building the 1/48-scale kit including 22 photos of the model. "Ambrosini SAI SS4" one-page, 3-view, 1/72-scale drawing of this unusual tail-first Italian a/c. And, 36 of the usual informative and enjoyable kit reviews.

INSIGNIA (Blue Rider Publishing, 43a Glasford St., London SW17 9HL, UK.) 4 issues £24.00 surface mail worldwide; £26.00 air mail USA/Canada; £28.00 Australia/Japan. IMO, Mastercard/Visa/Access, or US currency notes. Add £5.00 if paid by dollar cheque.

#10 November 1998 (36 pages) "The Warlord's Air Force" 5 pages on the Kwangsi AF including 6 multi-view drawings and 2 color side-view drawings (Avro Avian IVM, AW Atlas II, AW XVI, Avro 637, & Nakajima Type 91). "What If? #1: Fokker D.XXI in Spain" one page including a 2-view drawing. [Editor's comment: The editor of Insignia is looking for suggestions for future articles in this new series. I'd like to see Hurricanes, Spitfires, and Battles in full Polish markings? Poland had ordered all three and the Hurricanes were at sea when the September Campaign began. Send your suggestions to the editor of Insignia.] "Eritrean Air Force" 2 pages including 7 photos (MiG-23, Mi-17, Harbin Y-12, MB.339, & Valmet Redigo) and drawings of insignia. "Eastern European Update" 2 pages with 3 photos of Macedonian Mi-8 and 5 photos of Moldovan MiG-21. "Air Force Insignia #14: Chile" 3 pages including 3 photos (SE5a & Ar 95A/B), 3 side-view drawings (SE5a, DH60G, & Curtiss D-12 Falcon), 12 color drawings of insignia, and a decals sheet for the SE5a and DH60G. "Chaco War #6: Other Types" 4 pages including 6 multi-view drawings of Paraguayan aircraft (Hanriot HD-32 Ep-2, Breda Ba.15s, Breda Ba.44, & Curtiss Robin C). "Czech Kings of the Air" 3 pages including 9 photos of Malkovsky's and Novak's Avia BH-21s. "Singapore's Air Force" 2 pages including 7 photos (Bell UH-1B, Cessna 172, Lockheed T-33, A4S Skyhawk, BAC 167, Hunter FGA 74, & SIAI SF 260). "DAR Aircraft: Part 3" 4 pages including 7 photos (DAR-3 Garvan I & DAR-9 license-built Fw44) and 3 multi-view drawings (DAR-5 & DAR-6). "Air Force Insignia #15: Ukraine" 2 pages including 11 color drawings of insignia. "Estonian & Lithuanian Aviation" one page with 6 photos (Es-

tonian Mi-8 & Mi-2 and Lithuanian Ka-26.

QUARTER SCALE MODELLER (QSM, Athena Books, 34 Imperial Crescent, Town Moor, Doncaster, South Yorkshire DN2 5BU, England. Subscription: 12 issues £50.00 Europe, £55.00 Rest of World. Credit cards accepted.)

#17 October 1998 (40 pages) "Butcher-Bird Trainer" 2 pages on building the MPM Pw 190S-5/S-8 kit including 4 photos. "Schneider Trophy Winner" 7 pages including 8 photos of the model and 4 of the real thing, two pages of scale drawings a sketches, and plans for a jig for properly aligning the floats. "SEAC Jugs" 8 pages including 9 photos of models and a color 4-view drawing. "Mussolini's Falcons - Part One: The Macchi 200 Saetta" 2 pages including 3 photos of the model. "Miniature Warbirds - Part 4: The TFC's F6F-3" 3 pages with 4 photos of the model and 4 of the real thing. "Wasp's Nest - Part 2: The Me 210" 5 pages including 5 photos of model and drawings on modifying the Revel Me 410. This issue has 8 pages of color; about have the photos of the models are in color.

SEVENTY-SECOND SCALE MODELLER (S3M, "Hillside", 20 Allendale Road, Hoyland, Barnsley, South Yorkshire S74 9AP, England. Subscription: 12 issues £50.00 Europe, £55.00 Rest of World. Credit cards accepted.)

#5 October 1998 (40 pages) "Shack Attack" 5 pages on modeling two Shackletons: an MR.3 straight from the box and a AEW.2 using the AeroClub's conversion set including 11 photos of the models and one (color cover) of the real thing. "Seagoing Hornet: The NF.21" 6 pages on converting the Frog/Novo kit into an NF.21 including 6 photos of the model and 4 of the real thing, and two 1/72-scale multi-view drawings (one marked as 'VV437' and the other unmarked). "On Silver Wings - Part 4: The Gloster Grebe" 2 pages including 3 photos of the model. "Cobber" Kane" 2 pages on history and modeling the Hurricane he flew in the Battle of France including 5 photos of the model. "Photo Recce Swede" 3 pages on converting the Academy Spitfire XIV into a PR.XiX including 5 photos of the model and sketches of necessary modifications. "Experimental Mustangs" one page including 4 side-view drawings of Merlin-engined P-51s. "Meteor Shower" 6-page review of available kits of the Gloster Meteor including 22 photos of models.

FINLAND

IPMS-MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs).

#126-127 4-5/1998 (24 pages) "Junkers Ju 88A-4" 14 pages on Finnish 88s including 20 photos and 4 pages of sketches from German manual.

SUOMEN ILMAILUHISTORIALLINEN LEHTI (InScale 72, Makelankatu 5B10, 00550 Helsinki; Europe \$30, elsewhere \$35; payment by International Postal Order or in cash; no cheques of any kind accepted because of high redemption rates). Each issue includes a 2-page English summary.

3/1998 (24 pages) "Utiasta Nurmoilaan" 5 pages including 3 photos and 5 side-view drawings (Curtiss 75 & Fokker C.X). "Luftpark Anklam" 2 pages including 3 photos (Bf 109 G-6). "Mikko Kulhia" 2 pages including 6 photos of 1930's home-built a/c. "Haamukone OH-ILL" 2 pages including 2 photos of Klemm 25. "OH-ASD" 2 pages including 3 photos of Saaki I.

FRANCE

JETS: Toute l'Aeronautique Moderne (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).

#34 Octobre 1998 (52 pages) Color photos: El Salvador T-35 Pillan, Portuguese TB 30 Epsilon, and Lithuanian An-26B. "L'OTAN s'Entraîne en Slovaquie" 5 pages including 11 photos (Dutch F-16A, Romanian MiG-21UM & -21MF, Bulgarian MiG-21bis, Swedish Saab Viggen, Czech MiG-21MF, Polish MiG-29, & Ukrainian An-30). "JG 73, Base Aérienne de Laage" 4 pages including 10 photos of German MiG-29. "Tiger Meet 98" 3 pages with 6 photos. "Le Hawker Sea Hawk" 12 pages including 24 photos and 4 color side-view drawings (all RN). "La Force Aérienne Congolaise" (3ème partie) 8 pages including 21 photos (T-6, T-28, B-26, C-47, SA 330, DC-4, Alouette III, C-130, DC-6, & Vertol). "Le #43 'Fighting Cocks' Squadron RAF et ses intercepteurs Tornado F.3" 4 pages including 15 photos. "Maquette: Fouga CM 170 Magister" 6 pages on modeling the 1/48-scale Koster kit including 14 photos of the model and 17 color photos of details of the real thing.

#35 Novembre 1998 (52 pages) "Nancy 2000... 'D' bien sur!" 4 pages including 10 photos (Swiss F-18 & Norwegian F-16). "ODAX Solenzara 98" 6 pages including 14 photos (Italian Harrier & Spanish F-18). "Le Hawker Sea Hawk de la Fleet Air Arm a Suez" 6 pages including 7 photos and 3 color side-view drawings. "Le Tupolev Tu-4" 12 pages including 22 photos and 2 color side-view drawings. "Mondail des patrouilles" 4 pages including 9 photos (Chilean EA-300, Moroccan Cap 231, Swiss F-5E, Polish TS-11, & Jordanian EA-300). "La Force Aérienne Uruguayenne" 4 pages including 8 photos (T-33A, C-130B, Bandeirante, A-37A, Wessex HC, Cessna 206, AS365 Dauphin, IA-58 Pucara, & Pilatus PC-7). "Close up: Breguet Alize" 4 pages with 15 photos of details.

#36 Decembre 1998 (52 pages) "Sea Harrier FA2 de la Royal Navy" 7 pages including 17 photos. "L'Aviation Navale Uruguayenne" 3 pages including 8 photos (Piper Seneca, T-34C Turbo-Mentor, S-2G Tracker, Cessna 182, Wessex HC2, T-28F Fennec, & Bell 47G). "Le Bell X-5" 9 pages including 14 photos and 3 pages of 1/72-scale, multi-view drawings. "Le Hawker Sea Hawk" (3ème partie) 9 pages including 7 photos of RN aircraft, sketches of details, 3 pages of 1/72-scale, multi-view drawings. "L'Ecole de Aviation Transport 00/319 Avord" 8 pages including 14 photos (Xingu). "Maquette: Le SNCASE Aquilon 20" 5 pages including 8 photos of model and 7 photos of details of the real thing.

AVIONS: Toute l'Aeronautique et son Histoire (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).

#67 Octobre 1998 (52 pages) "Cause et bilan de la défaite de l'armée de l'air en Mai/Juin" 10 pages including 17 photos and color cover painting. "L'hydravion MBR-2, piller de la reconnaissance navale soviétique" 11 pages including 21 photos, a 2-page cutaway drawing, and two pages of 1/90-scale multi-view drawings. "Les Gloster Gladiator de la Force Aérienne Chinoise" 3 pages including 4 photos. "Les premiers avions Henry Potez" 7 pages including 25 photos (XA, XI, XII, XV, XVIII, XIX, & XXII). "Les hydravions FBA-17 dans l'aviation navale polonaise" 4 pages including 11 photos and a color 3-view drawing.

#68 Novembre 1998 (52 pages) "Causes et bilan de la défaite de l'Armée de l'Air en Mai/Juin 1940" (2ème partie) 7 pages including 15 photos. "Les Gloster Gladiator finlandais" 5 pages including 9

photos. "Les Messerschmitt Bf 109 bulgares" 7 pages including 15 photos and a color cover painting. "L'etrange destinee du Moreau 10" 4 pages including 10 photos. "Le Siemens-Schuckert D.I" 4 pages including 10 photos. "Les hydravions FBA-17 dans l'aviation navale polonaise" 4 pages including 10 photos, 2 color side-view drawings, and a color 3-view drawing. "Le Letov S-16 de KP au 1/72eme" 3 pages including 10 color photos of the model in Latvian markings. Three color side-view drawings of RAF/RN Gladiators.

#69 Decembre 1998 (64 pages) "Le Fiat CR-42 en service dans l'aeronautique Militaire belge" 11 pages including 14 photos, color cover painting, 3 color side-view drawings, and a 2-page 1/72-scale 6-view drawing. "Un As de l'Aviation francaise Edmond Marin-La Meslee" 6 pages 15 photos (D-501 & Curtiss Hawk H-75). "Les Hurricane a l'etoile rouge" 3 pages on Soviet Hurricanes including 8 photos (one a 2-seater with a machine gun in the rear cockpit. "Les Gladiator Lettons, Russes, et Allemands" 3 pages including 6 photos. "Les Messerschmitt Bf 109 bulgares" (2eme partie) 9 pages including 15 photos and 6 color side-view drawings. "L'escadrille du bout du monde" 10 pages including 16 photos (FBA.17 & CAMS 37) in French Polynesia. "Les chasseurs Hanriot HD.1 en Belgique" 9 pages including 19 photos and 2 color side-view drawings.

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

4/98 (40 pages) "Douglas C-47" 2 pages with 4 photos of Greek C-47. "Artur Tubel" (Teil 2) 6 pages including 12 photos and drawings of his Bf 109 G-14.

ITALY

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

#9 Settembre 1998 (100 pages) Color photo: Bulgarian An-24 '030'. "JG 74 'Molders'" 6 pages including 15 photos of German F-4F. "9° Stormo" 4 pages including 2 color side-view drawings (F-104s & G). "Il Primo Lustrò dell'Aeronautica Slovaca" 3 pages including 6 color drawings of the evolution of the Slovak insignia and 6 photos (MiG-21MF, An-26, Su-22, Su-25, & MiG-29). "Biele Albatrosy" 3 pages including 7 photos of Slovak White Albatros. "Da Tolosa a Tashkent" 5 pages on Uzbekistan Airways including 13 photos (Yak-40, BAe 146, An-2, A.310, B.767, & Li-2). "L'ultimo caduto dell Grande Guerra" 4 pages including 9 photos (Italian Nieuports and Hanriots).

#10 Octobre 1998 (100 pages) Color photos: Singapore S.211 '382'; Slovak Airlines Saab 340 'OK-TOP'; Greek Mirage F.1CG '138'; & Romanian C-130B '6166'. "Reperto Sperimentale Volo" 4 pages including 2 color side-view drawings (G.91Y & Eurofighter). "Un COIN popolare" 6 pages on the AT-37 including 12 photos (Peru, El Salvador, Uruguay, Colombia, Thailand, & South Korea). "L'Aviazione dell'Esercito Sloveno" one page including 4 photos (Bell 412 in SFOR markings, PC-9, Zlin 143, & PC-6).

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, PO Box 40082, NL-8016 DB Zwolle). Now with English captions and summary.

3/98 (52 pages) "Soesterberg Eagles" 21 pages including 32 photos, numerous sketches of details, 5 side-view drawings, and a 3-view drawing of 32nd Fighter Group's F-15s including SAFO-author Lt. Col. Doug Dildy's '77-0100' and the aircraft that shot down an Iraqi Mig-23 and a MirageF-1.

POLAND

SKRZYDLA W MINIATURZE (Avia-Press, ul. Starowa 13A m.6, 80-461, Gdansk, Poland.)

#7 (36 pages) "Malowanie i ozankowanie brytyjskich myslivcow nocnych w europie i polnocnej afryce w latach 1939-1945" 12 pages including drawings of camouflage patterns for Hurricanes, Beaufighters, & Mosquitos. "Saybowiec treningowo-wyczynowy IS-2 'Mucha-ter'" 4 pages including 2 photos and a 2-page scale multi-view drawings. "System oznaczen samolotow morskich USA: Czesc II - od 1946 do 1962 roku" 4 pages. "Samolot myslivski La-9" 7 pages including 14 photos and 3 pages of scale multi-view drawings. **#8** (36 pages) "Richard Ira Bong - Protret Asa" 7 pages including 6 photos, victory list, and 2 pages of drawings showing the markings of his Lightnings. "Malowanie i ozankowanie brytyjskich myslivcow nocnych w europie i polnocnej afryce w latach 1939-1945" 3 pages including table of color equivalents. "Samoto myslivski PZL P-8" 8 pages including 6 photos and 4 pages of scale multi-view drawings. "Malowanie znakow rozpoznawczych lotnictwa wojkowego USA na samolotach Lockheed P-38/F-4.F-5 'Lightning'" 4 pages including drawings and tables. "Samolot amatorski BHT-1" 2 pages including a scale multi-view drawing.

USA

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$30 overseas).

#162 Nov 1998 (148 pages) "The First Flying School in Romania" 5 pages including 5 photos

(Wright & Nieuport 11). "Curtiss R-6" 4 pages including 5 photos and 2 pages of scale drawings. "The Rumpler 7D7 Prototype Fighter" 8 pages including 4 photos and factory drawings.

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$30.00 overseas.).

#48 Oct. 1998 (84 pages) "The Northrop and Vought Fighters: XFT-1 & -2, N-3A, V-141, V-143" (Part 1) 9 pages including 17 photos and one-page 3-view drawing of XFT-1/2. "Aeromarine Model EO" 6 pages including 6 photos and a 3-view drawing. "Anacostia Flight Tests: Boeing F4B-1 & -3" 5 pages including 5 photos. "Cockpits: Boeing F4B-1 & -2, XP-12A, P-12B" 5 pages including 8 photos. "Details" Boeing F4B-1 & -2/P-12" 17 pages including 28 photos and 4 pages of detailed drawings. "Osa and Martin Johnson's Famous Sikorsky Flying Boats" (Part 1) 12 pages including 11 photos. "The Douglas Dolphin and the Fleetwing Stainless Steel Wing" 5 pages including 9 photos.

PRI-FLY (IPMS Washington DC, c/o Carol Fleckenstein, 13816 Choptank Ct., Centerville, VA 22020; 4 issues \$8.00 for US, \$9.00 all others).

#95 (20 pages) "The Hobbycraft and Pioneer Bugsmashers Reviewed" 3 pages with 4 photos. "Northrop N9M" 2-page review of the 1/72-scale Sword kit. "Japanese Aircraft Interior Colors" 2 pages. "New England Antiques Number Four: Hup, Two, Three" 2 pages including 3 side-view drawings of USN Piasecki/Vertol HUP-2 Retrievers. "SAAB B-17" 2-page review of the Marivox kit. "Lockheed Model 40" 4 pages including 3 photos, 3-view drawing of this 1939 RPV, and drawings of the truck test crane and the portable launcher. [Editor's note: This is the final issue of the long-lived and fun newsletter - killed "because of the lack of articles being submitted". We'll miss you guys. Back issues are available at bargain prices; write to the address above.]

ESM 72 (Model-Aire International, PO Box 159, Olema, CA 94950. Quarterly. \$24.00 per volume. \$30.00 outside the USA.)

Vol 3, No.1, Spring 1998 (48 pages). This issue provides updates for Vol. 1 and 2 and begins a cross referencing of kits with the aircraft listed by manufacturer and the vehicles by country. "Aircraft A" 12 pages from AD to Avro. "Aircraft Updates" 6 pages. "Vehicles" 5 pages from Australia to France. "Vehicle Updates" 7 pages. "Structures" 10 pages. "Ships & Boats Updates", Rockets, Missiles & Space Craft Updates", "Artillery Updates", and "Vehicle Conversion Updates" 2 pages.

Buffalos Abroad



black (FS37038)



yellow (FS13655)



white (FS37722)



red (FS31302)



grayish green
(FS35622)



light blue (FS35414)



aluminum



orange (FS38903)



olive green
(FS34096)



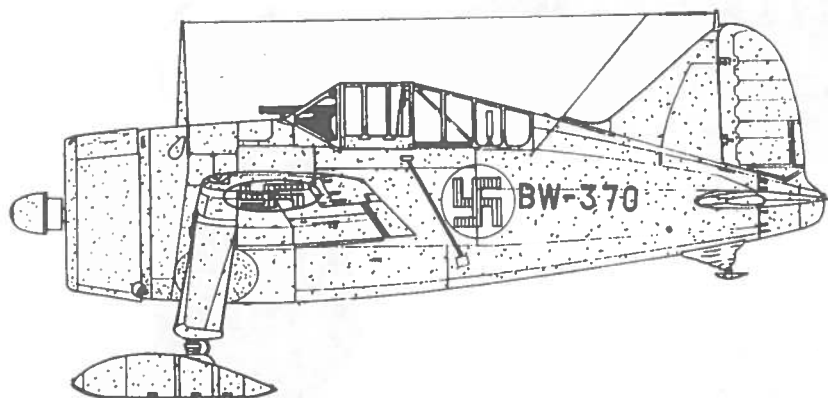
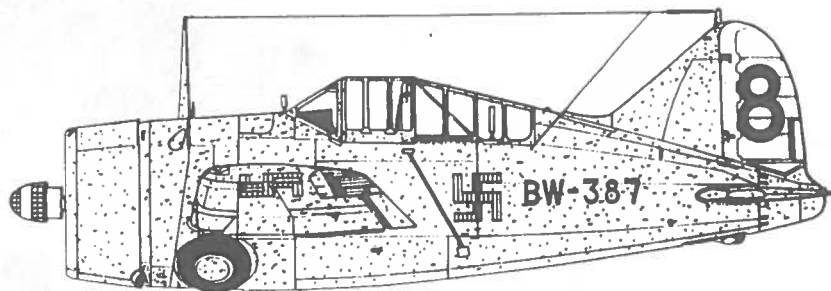
medium blue (FS35102)

Buffalos Abroad

Part 2

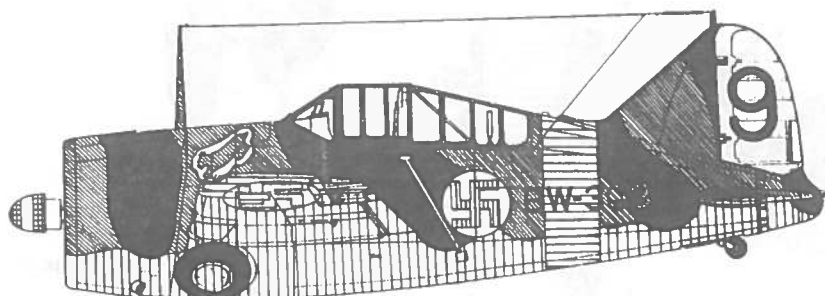
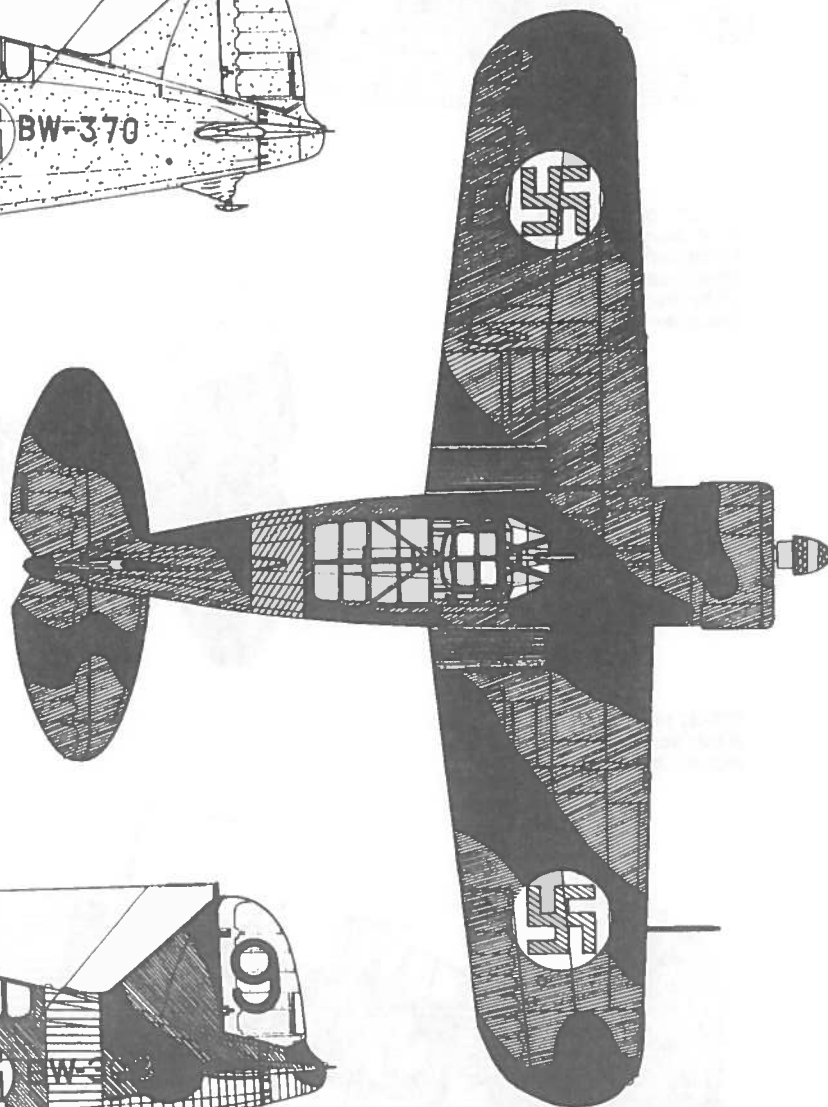
Hubert Cance

BW-387 of 4/LeLv.24
Vesivehmaa, Sprint 1941
Aluminum dope overall
Red/White spinner
Plain Blue swastikas



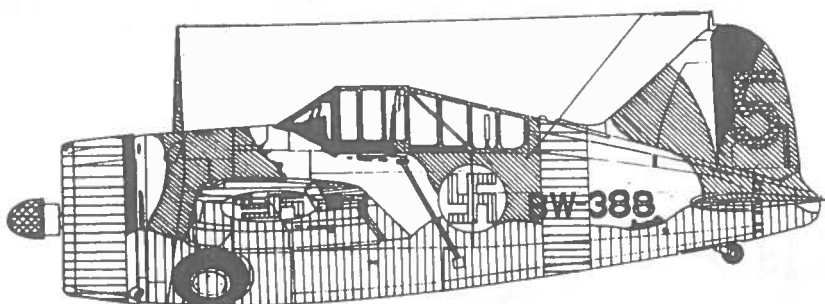
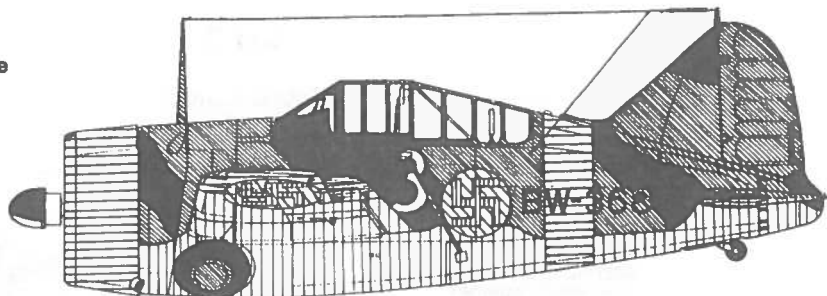
BW-370 of LeLv.24
Malmi, Autumn 1940
Aluminum dope overall
Standard swastikas

BW-393 of 4/LeLv.24
Pilot: Sergeant J. Dahl
Kontupohja, Sprint 1942
Standard camouflage scheme
without yellow nose

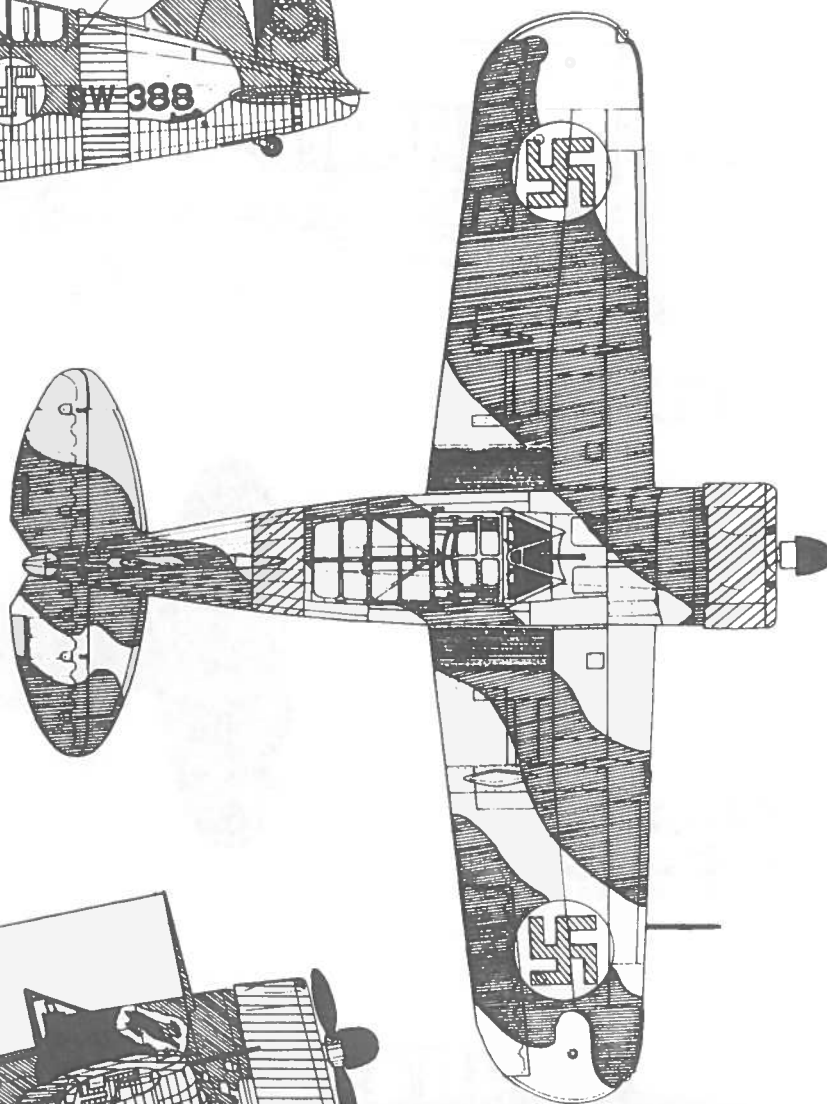


Standard upper camouflage
scheme

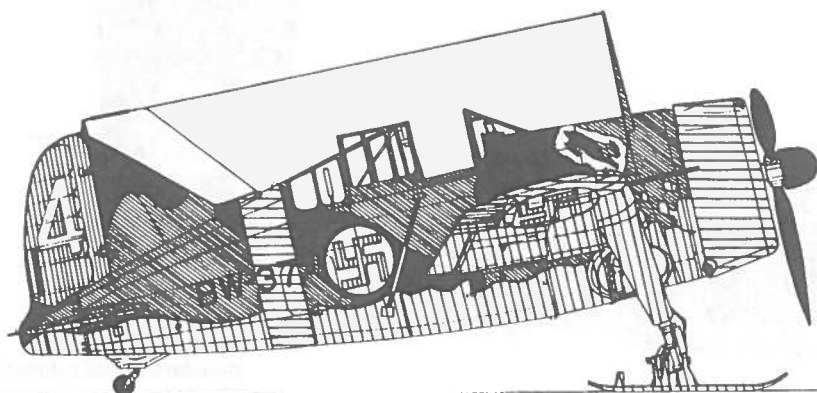
BW-368 of 2/HLeLv.26
Pilot: Ensign M. Kukkonen
Immoila, Summer 1944
Standard camouflage scheme
Toned-down insignia



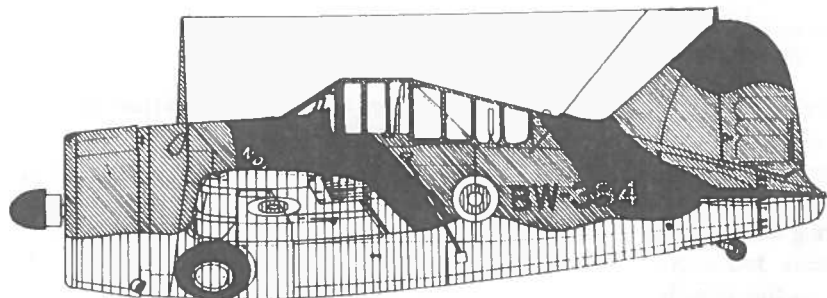
BW-388 of 3/LeLv.24
Pilot: Sergeant V. Vahnenen
Kontupohja, Winter 1942
Winter camouflage scheme of
white water paint over the
black, except on rudder



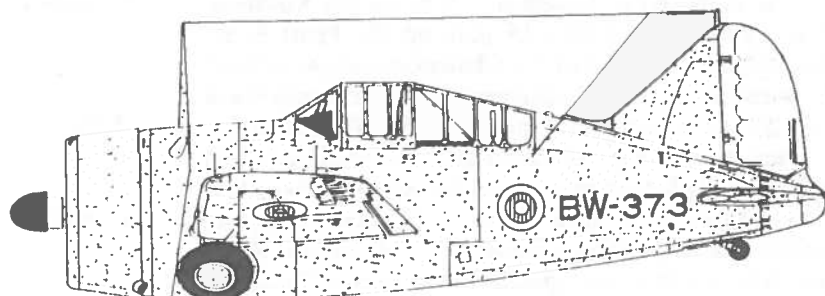
BW-374 of 1/LeLv.24
Pilot: Sergeant A. Vahvolainen
Nurmoila, Winter 1942



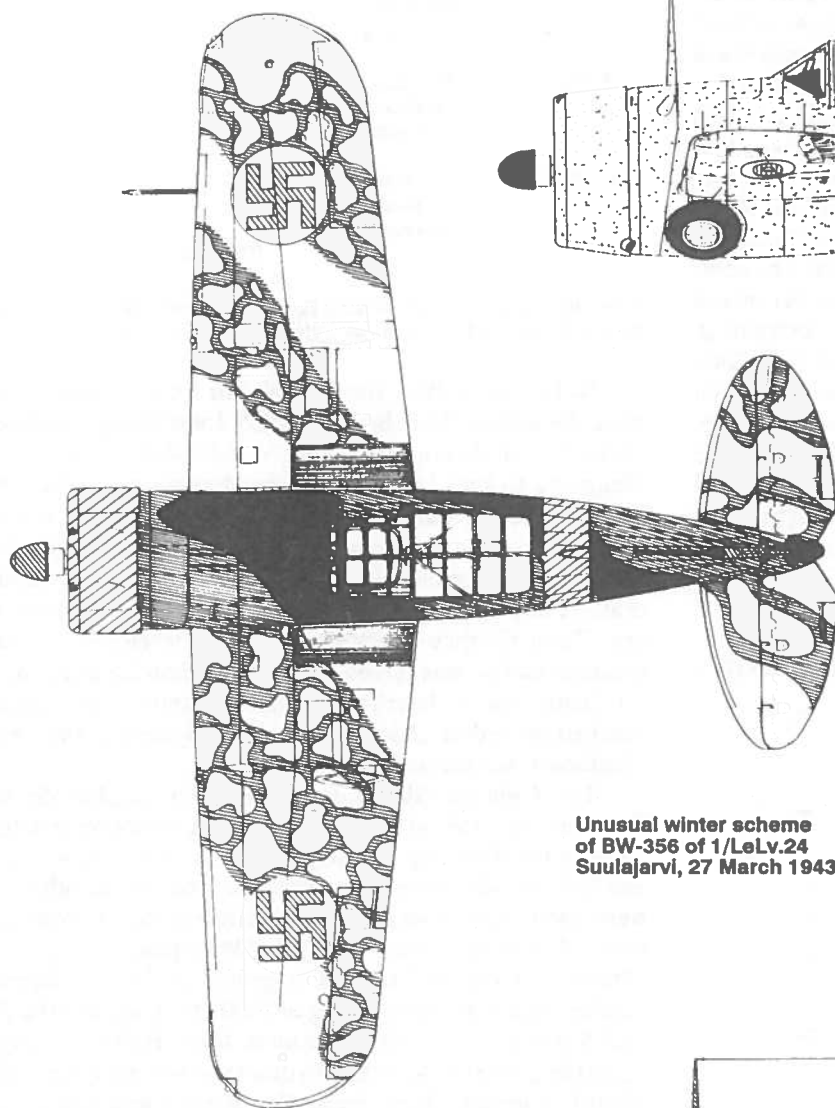
Standard winter camouflage
upper scheme



**BW-384 of Esk. Ltue.
(Staff Flight)
Malmi, Summer 1947
"Noka" white
Post-war roundels
Standard camouflage scheme**

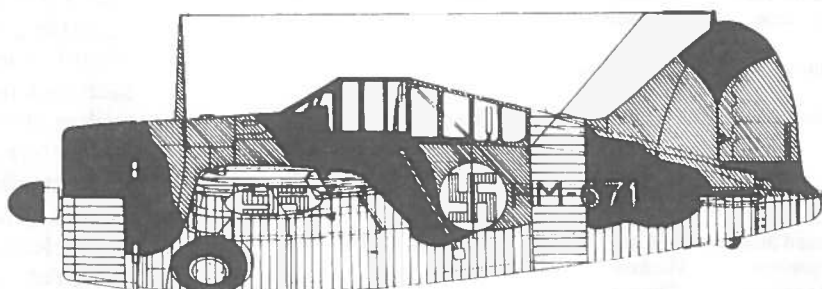


**BW-373 of Esk. Ltue.
Malmi, Summer 1948
Bare metal overall
Aluminum dope control surfaces
White rudder**



**Unusual winter scheme
of BW-356 of 1/LeLv.24
Suulajarvi, 27 March 1943**

**"Humu" prototype
Pilot: Esko Halme
September 1944**



Original scale plans are available from the author for A3 plates \$2.00 and A4 plates \$1.00. All plates are available on Bristol card at twice the price. Write for full catalog.

Hubert Cance (SAFCH #809), 56
Bd. E. Lintilhac, 15000 Aurillac,
France.

Chinese Air Force Gladiators in Action

D. Y. Louie, P.E.

[Editor's note: This is the English-language version of the author's article which appeared, with photos, in the October 1998 issue of the French magazine Avions.]

Of the 747 Gladiators produced by the Gloster Aircraft Co., Ltd., Hucclecote, Gloster, England during 1934-39, the Chinese Government procured 36 Gladiator Is in October, 1937 at the early stages of the Sino-Japanese War. Original plans were to have these fighters delivered by sea to Hong Kong where they would be erected by the manufacturer's engineers and technicians at the Kai Tak Airport facilities. Due to the British submission to Japanese protest, the crated Gladiators were forced to be detoured to Guangzhou first via the Kowloon-Guangzhou Railroad and then by junk up the Pearl River. However, only three or four of the Gladiators were assembled at the Niulangang Air Base, (Niulangang, or Cattle Ranch Hurst which was later renamed Baiyun meaning White Cloud), due to regular harassment by Japanese aircraft. The remainder of the first batch of 20 Gladiators were assembled between December, 1937, and January, 1938, at a variety of facilities, including Shougouling Air Base, (Shougouling, or Wiry Canine Ridge which was later given a more poetic name, namely Tienhe or Constellation), various open sites, and in a cemetery! The completed Gladiators were immediately transferred further inland to avoid Japanese air attacks. Upon completion of pilot training, these Gladiators were pressed into service with the 17th, 28th, and 29th Squadrons of the 5th Air Group. The second batch consisting of 16 crated Gladiators was received in January, 1938. They were later assembled at the Shougouling Air Base. The fully assembled Gladiators were also assigned to the 28th, and 29th Squadrons expediently as a measure to replace attrition.

In early 1938, the entire strength of the Chinese Air Force was consisted of 320 aircraft of various types. The Order of Battle was as follows:

GROUP NO.	STATION	AIRCRAFT TYPE	QUANTITY
1st BG			
1st Squadron	Hankou	SB-2	19
2nd Squadron	Nanchang		
4th Squadron	Guangzhou		
	Xian		
14th FVBG	Hankou	Vultee V-11	20
	Luoyang	Martin 139WC	
		Northrop Gamma 2E	
14th Squadron	Hankou	Martin 139WC	5
	Ningbo	He-111	1
1st FVBG	Hankou	SB-2	41
	Nanchang		
3rd BG			
Command Staff	Xanyang	I-15	28
7th Squadron	Xaoguan		
	Hankou		
8th Squadron	Zhoujaikou		
	Xinyang		
25th Squadron	Hankou	Fiat C.R. 30	28
	Guangzhou	Curtiss Hawk III	16
	Xian	I-15	6
4th BG			
Command Staff	Xanyang	Curtiss Hawk III	6
21st Squadron	Hankou	I-16	16
22nd Squadron	Xinyang		
	Changzhou		
23rd Squadron	Zhoujaikou	I-15	28

Xuzhou

5th BG			
Command Staff	Guangzhou	Curtiss Hawk III	5
	Hengyang		
	Hankou		
17th Squadron	Xian	I-15	16
	Hankou	Gladiator	4
	Xinyang		
24th Squadron	Hankou	I-16	7
	Xanyang		
	Lanzhou		
28th Squadron	Guangzhou	Gladiator	32
29th Squadron	Hengyang		
	Changsha		
	Hankou		
	Nanchang		
1st FVFG	Nanchang	I-16	39
	Hankou		
	Guangzhou		
2nd FVFG	Nanchang	I-16	38
	Hankou		
	Guangzhou		
		TOTAL:	320

Note: BG = Bomb Group; FVBG = Foreign Volunteer Bomb Group; FG = Fighter Group; FVFG = Foreign Volunteer Fighter Group

By February, 1938, the Chinese Air Force Gladiators were ready for action. On February 9, 1938, John Wong, Commander of the 5th Air Group, flying in a Vought V-92C, took off from Hengyang to lead 11 Gladiators for deployment at Nanchang. Bad weather and an engine problem forced Wong's Vought V-92C to return to Hengyang. However, only 8 Gladiators managed to reach Nanchang. Arthur Chin's s/n 2801 Gladiator crashed in heavy fog. He sustained an injury beneath his right eye. Zhou Ganju's s/n 2805 Gladiator developed an engine problem and he was forced to bail out. Zhou Lingxu's s/n 2810 Gladiator lost its bearing and had to detour to Gaoan. As recalled by Arthur Chin, the initial deployment of the Chinese Gladiators was certainly an ominous one.

The Chinese Gladiators made their combat debut on February 24, 1938. At 0900, 17 E8Ns and A5Ms were detected heading for Nanxung. A group of 12 Gladiators from the 28th and 29th Squadrons were scrambled to meet the intruders. They were divided into two groups immediately after becoming airborne. The first group was led by the 29th Squadron Leader John "Buffalo" Wong and the other group by Deputy Squadron Leader Xieh Chuanwo. Flying at 6000', they sighted the E8Ns and A5Ms at the 9 o'clock position. John "Buffalo" Wong signaled the group to follow him to dive into the enemy formations. Pilots Li Yuyung, Zhou Lingxu, Fan Sunmin, and Xeung Deyen each took turns to fire at an enemy fighter. Seeing their target trailing black thick smoke, John "Buffalo" Wong and wingmen Huang Nenyung, Zhou Lingxu, and Huang Guangqing turned their attention to another fighter. Despite their combined efforts, they failed to shoot that enemy plane down. Meanwhile, deputy leader Xieh Chuanwo and his wingmen Deng Xungkai, Yang Yutung dived deep into a swarm of Japanese fighters. They soon found themselves surrounded by adversaries. Overwhelmed by enemy firepower, Yang Yutung's s/n 2902 broke

apart in midair. No parachute was seen. Another 28th Squadron pilot Chen Chiwei chased an A5M in earnest. He was only flying 300' above ground. In the heat of combat, Chen lost control and was unable to pull out of a tail spin. He crashed and was lost with his s/n 2808 Gladiator. The air battle ended at 1000. The Japanese navy lost 2 fighters and pilots in the first Gladiator engagement. The downed Japanese planes were found in Sunfeng and Jengcheng. There might be 2 other possible kills but since no wreckage was found, John "Buffalo" Wong discounted the claims. The Chinese Air Force also lost 2 Gladiators and pilots. Additionally, Zhou Lingxu's s/n 2810 Gladiator's right wing strut and aileron control cable were ripped up by an escaping enemy fighter. He had been trailing his prey too close. Huang Guangqing's s/n 2907 Gladiator hit a bomb crater during landing. Its upper wing and elevators snapped. Deputy leader Xieh Chuanwo's s/n 2901 Gladiator ran off the runway due to a brake failure inflicting minor damage to its right wings. A grounded s/n 2909 Gladiator (due to a leaking wing tank) was also hit by strafing Japanese fighters. Overall, the performance of the Gladiators' first air combat was not very impressive. Post-battle reports indicated that the malfunction rate of the Gladiators' MGs was alarmingly high, hampering the fighters' effectiveness in combat.

The Gladiators did not have time to lick their wounds, they went to action again on February 27, 1938. In response to an alarm indicating 6 unidentified aircraft heading for Shenzhen, the 28th Squadron Deputy Leader Clifford Louie led 5 Gladiators on a mission to seek and destroy enemy planes. Immediately after take off, pilot Chen Yuxin's s/n 2903 Gladiator was forced to divert to Baoan due to a nagging engine problem. Clifford Louie and his wingmen, Wu Zhenhua, Zhou Ganju, and Li Yuyung continued their search. They met 2 E8Ns at 7000' above the Sun Yat-Sen University. As the Gladiators positioned themselves for an attack, the E8Ns wisely avoided confrontation. Clifford Louie and his wingmen thus had to return to base empty handed after an hour and 20 minutes in the air.

On February 28, 1938, John "Buffalo" Wong took off for a CAP sortie from Tienhe Air Base. Flying his s/n 2905 Gladiator, Wong intercepted 4 E8Ns along the Kowloon-Guangzhou Railroad. Without any hesitations, Wong challenged the enemy float planes. However, his offer for a duel was not accepted by his antagonists. The 4 E8Ns fled. Wong therefore had to return to base at 0830 frustrated.

On April 13, 1938 at 1010, jingbao (intelligence) announced the approaching of 9 A4Ns, 8 A5Ms, and 8 D1as. The invaders, under the command of Lt. Hideo Teshima, were from the carrier "Kaga". Gladiators of the 5th FG were on alert and were immediately sent up to ward off the Japanese intruders. At 1020, Deputy Squadron Leader Clifford Louie (Louie was the husband of the first Chinese American WASP (Women Air force Service Pilot) Hazel Ahying Lee) of the 28th Squadron and John "Buffalo" Wong of the 29th Squadron, each led 9 Gladiators, taking off from the Tienhe Air Base. Flying in an echelon formation at 5000 meters, the 29th Squadron Gladiators were to be responsible for CAP above Guangzhou while the 28th Squadron Gladiators, flying a 1000 meters higher in two formations, were to seek and destroy enemy planes. At 1050, 15 Japanese naval fighters in 5 V formations were sighted at the 10 o'clock position, approximately 5700 meters above Jiangchuan (a hamlet located North West of Tienhe Air Base). Their motive was clear that they were heading for the Tienhe Air Base. John

"Buffalo" Wong wiggled his Gladiator's wings to warn his wingmen of the approaching enemy fighters and simultaneously accelerated towards the bogeys. He quickly charged deep into the Japanese air group, broke it apart and bagged a stunned A4N. The other A4Ns peeled off to regroup but found themselves facing other attacking Gladiators. During the subsequent dogfight, Wong shot down a second A4N. In the midst of the melee, Wong was not aware that he was being fired upon by the lead plane of 6 A5Ms chasing him. As the tracer past him, he pull a hard right to let the lead A5M overshoot him. However, he immediately found himself in a vis-a-vis situation with the remaining 5 diving A5Ms. His natural instinct commanded him to pull the MG button trigger mounted on the control yoke. To his horror, he found only one of his four 7.7 mm BSA Browning MGs responding. He managed to shoot down another A5M nonetheless. His luck ran out when the overshooting A5M reversed direction to fire at him from the left. Wong fought tenaciously but was forced to bail out because of a left arm wound, and an engine failure. While parachuting down, Wong witnessed his wingman downing another A5M. Pilot Li Yuyung was pursuing an A5M in earnest. His rear end was exposed to another enemy fighter which commenced to fire at him. Unfortunately, Li's wingman Huang Guangqing came to the rescue too late. As Li shot down his prey, he himself became the victim of a pursuing A5M. Meanwhile, Huang Guangqing was tangling with an A5M, he soon was surrounded by three more A5Ms. Huang took a few hits but managed to stay out of harm's way by flying north west. In another part of the sky, pilot Deng Xungkai aggressively dispersed a formation of A4Ns. He wasted no time to send one earthward in flame. A few minutes later, a second A4N was downed by Deng's mighty MGs. The remainder of the 29th Squadron was also kept busy actively locking horns with other Japanese fighters. Pilot Xieh Chuanwo and wingman Huang Xiaolen fought gallantly despite being outnumbered by the swarming Japanese fighters. The tide of the air battle turned against the Japanese when Clifford Louie and his 28th Squadron Gladiators dashed in to lend support. Louie and wingmen, Wu Baijuan and Chen Yuxin caught the Japanese fighters off guard. His deadly MGs successfully sent an A4N plummeting to the ground near the north eastern part of the Tienhe Air Base. He continued to challenge another A4N. After stitching several bullets through the enemy's fuselage, Louie found his MGs jammed forcing him to give up his prey. As Louie pulled up to a higher altitude, his deputy Guan Yensun and wingman Leong Kongyung were diving into a flock of A4Ns. Guan found the target growing larger and larger in his gunsight. He fired a quick burst. The four A4Ns reacted and dispersed. Guan managed to damage a fleeing A4N. Seeing that his prey trailed white smoke (probably from leaking engine lubricating oil), Guan diverted his attention to challenge two other A4Ns. He was immediately rewarded with shots from them. Fortunately, his wingman Leong Kongyung broke off the attack from above. Leong was biting the tail of an A4N but had to let it escape because he also found his MGs not operational. When Leong ascended to join Louie, Louie's wingman Zhou Ganju switched position with Leong. Zhou continued to chase Leong's former prey. Zhou fired from about 30 astern of his target. The A4N's engine exploded and pieces were seen flying off. Satisfied with the result, Zhou turned his attention to a climbing A4N below him. He rolled his Gladiator to meet with the rising enemy plane. Shots were exchanged and both got away without any damage.

While Zhou Ganju battled with his opponent, pilot Zhou Lingxu caught an A4N loitering below him. He promptly attacked and damaged the lone enemy plane. Henceforth Zhou Lingxu climbed to join fellow pilot Fan Sunmin to look for other actions. At that moment, it appeared that all A4Ns had regrouped and they staged a single A4N as a decoy to lure the Gladiators to descend to a lower altitude. Knowing that the maneuverability of the Gladiators would decrease at that height, the Gladiators did not take the bait and continued to patrol at high altitude ending a furious 40-minute air battle. While the Gladiators were contesting the Japanese fighters, the 8 Japanese bombers dropped a few bombs at the Tienhe and Baiyun air bases inflicting minor damage. The returning Gladiators dispersed the bombers and landed at 1140.

The 28th and 29th Squadrons claimed seven kills in this air battle. Japanese records admitted three pilots lost namely Po1c Naoshi Eitoku, PO3C Yukio Miyasato, and PO3C Yuji Mori. Loss to the Chinese Air Force included two pilots, Li Yuyung who crashed with s/n 2910 near Sun Yat-Sen University, and Wu Baijuan who was flying s/n 2803 Gladiator. Pilot Chen Yuxin was injured when he crash landed his s/n 2803 Gladiator. Pilot Wu Jinhua bailed out safely but his s/n 2812 Gladiator disintegrated. John "Buffalo" Wong also parachuted with a left hand wound. His S/N Gladiator was seen auguring in. Pilot Li Jahung found minor damage on his 2908 Gladiator's wings, and pilot Huang Guangqing's s/n 2917 Gladiator came home with more than ten bullet holes and a punctured landing gear tire.

On May, 31, 1938, at 1300, 9 Japanese planes were detected flying towards Hukou. John "Buffalo" Wong and 4 pilots took off from Nanchang to engage the raiders. They sighted 9 E8Ns in V formation at 6000' near Hukou. At the moment, the Gladiators were flying 1500' above the E8Ns. Realizing that the Gladiators had the height advantage, Wong gave signal to attack immediately. Simultaneously, he rolled to impale the E8N formation. His wingmen followed suit aiming at different targets. Being less maneuverable, the E8Ns resorted to abrupt rolling and banking to shake off the charging Gladiators. After 30 minutes of a cat-and-mouse game, John "Buffalo" Wong knocked an E8N out of the sky. Its wreckage and two dead Japanese crew were later found near the town of Chenjaixin. Pilot Zhou Lingxu was also in hot pursuit of an E8N. A stream of fire from the Gladiator's MGs sent that E8N tumbling. It crashed near Anqing. The survivors were rescued by a Japanese vessel. Wong's other wingmen, Guan Yensun, Deng Xungkai, and Fan Sunmin also enjoyed considerable success in inflicting damage to other E8Ns. With their fuel gages approaching zero, the Gladiators reluctantly withdrew from the attack. All of them landed safely at 1430.

The Gladiators were called again to action on June 16, 1938. Reports indicated that 9 enemy fighters were sighted near Nanxung. John Wong, commander of the 5th Air Group, and 8 Gladiators were dispatched from Xiaoquan Air Base to search for enemy planes. As they reached 13,000' above Xixin, pilot Deng Xungkai saw 6 Ki-21 heavy bombers in 2 V formations flying at 2000' below him. He swirled his s/n 2809 Gladiators slightly to notify John Wong who then gave the signal to attack. John Wong's s/n 2909, Arthur Chin's s/n 2802, and Deng took the lead to dive into the second Ki-21 3-plane formation. A few quick burst from John Wong's Gladiator created a fire ball out of the lead bomber. Arthur Chin also successfully shot down the Ki-21 flying to the left of the lead bomber. Other Gladiators

followed John Wong's lead and attacked the remaining bombers. After an hour of fierce battle, three more Ki-21s were shot down. The only surviving Ki-21 sought refuge in thick clouds. It escaped with a leaking wing tank trailing white smoke.

June 16 marked the biggest victory for the Gladiators. A total of 5 Ki-21s were blown off the sky on that day over Nanxung. The Chinese Air Force also lost 2 Gladiators. Pilot Guan Yensun's s/n 2811 was hit by enemy MG. He bailed out and suffered minor facial burns. The other Gladiator lost was pilot Shen Mushiu's s/n 2814. He crashed near Chennam. Clifford Louie landed with a punctured wing tank, and John Wong's Gladiator sported many holes caused by the explosion of the Ki-21 he hit.

One of the biggest air battles in the sky of China occurred on August 3, 1938, over Hankou. At 0740, 18 G3Ms were seen flying over Guangde. Later at 0900, more than 70 Japanese fighters were reported heading for Hankou. In response to the imminent threat, the Chinese Air Force dispatched 52 fighters consisting of 20 I-15s, 13 I-16s, 11 Gladiators, and 7 Hawk IIIs in 4 groups from Hankou to duel with the incoming Japanese intruders. The 11 Gladiators were assigned to the 4th Group which was divided into 2 subgroups. Subgroup A was led by Wu Yuliu, Commander of the 3rd Air Group, who was flying an I-15. There were 4 Gladiators under his leadership. Sub-group B to which 7 Gladiators were assigned was led by Arthur Chin, then Squadron Leader of the 28th Squadron.

Sub-group A took off from Hankou at 0955. Because Wu Yuliu's I-15 could not match the speed of the Gladiators, he was forced to fly astern of the Gladiators. Hence Wu passed the command baton of his group to Zhu Jafen, Squadron Leader of the 32nd Squadron. As Zhu led the Gladiators to move into the forward position, Wu's I-15 was singled out by a flock of A5Ms. Since the I-15 was obsolete in comparison to the more nimble Japanese fighters, Wu's situation was most critical. At that juncture, Zhu and his Gladiators miraculously returned to intervene. Zhu and pilot He Jermin took charge of the attack while the other Gladiators provided them cover at a higher altitude. Zhu systematically fired to disperse the two A5Ms chasing Wu's I-15. One A5M made an abrupt turn and fled. The other A5M was not as lucky. Zhu's bullets punctured the A5M's wing tank causing it to lose altitude rapidly. Zhu's wingman He Jermin was even more successful. He blew an A5M of the sky. The falling plane ditched into Lake Chaoping. Subsequently, Wu's I-15 and the Gladiators were in combat against the A5Ms for over 10 minutes. Sub-group A landed at the Hankou Air Base at 1130.

Sub-group B was airborne just a few minutes after Sub-group A departed. Arthur Chin led the 7 Gladiators to climb to an altitude of 12,000'. Suddenly, they became aware that the sky to their left was speckled with A5Ms. Chin signaled the Gladiators to pull up to 21,000'. Their presence was detected by the Japanese fighters. The 7 Gladiators were promptly engaged by over 30 A5Ms diving from 2,000' above. There were 3 I-16s from the 1st Air Group attached to Sub-group B. They were lagging behind Art Chin's Gladiators. They too were immediately cut off by the swarming A5Ms. Deputy Squadron Leader Clifford Louie was flying the tail end Charlie position in the s/n 5372 Gladiator. His hands were full when he was fired upon simultaneously from different directions. The precarious situation was relieved when Art Chin, flying the s/n 2809 Gladiator, and Shen Mushiu, flying the s/n 2804 Gladiator, came to the rescue. Meanwhile, an I-16 was also under fire from several

A5Ms. Pilot Fan Sunmin reacted instantly to lend a helping hand to his teammate in distress. Being out numbered, Fan's s/n 2805 was immediately picked on by other A5Ms. Despite the odds against the Gladiators and I-16s, the Chinese fighters continued to challenge the A5Ms relentlessly. Eventually Sub-group B lost 2 Gladiators in this contest. Although Art Chin damaged an A5M, his own Gladiator's control cables were shot to pieces. Unable to control the wounded eagle, Chin decided to ram the attacking A5Ms head on. He clipped off the wing of an A5M sending it to ground. Chin had to bail out because his Gladiator was also out of control. The other Gladiator casualty was attributed to an engine failure. In the heat of combat, pilot Zhou Lingxu found his s/n 5723 Gladiator power plant stopped. His Gladiator started to spin. With much difficulties, Zhou climbed out the cockpit in the nick of time. As he was parachuting down, his Gladiator exploded in midair. Debris from the Gladiator fireball scattered several thousand feet in all directions.

By August 29, 1938, the Chinese Air Force had only 9 airworthy Gladiators remained in service. They were all reassigned to the 32nd Squadron commanded by Capt. Wu Yuliu. The last major battle of the Chinese Gladiators occurred on the following day.

At 0950, Nanxung Command Post received a transmission that 9 D1As took off from an air base in Fujien. They were on the way to bomb Huizhou in the Guangdong Province. Upon confirmation that the D1As were crossing the Fujien/Jiangxi provincial border, Gladiators from the 3rd Air Group scrambled to seek and destroy the enemies. Once airborne, the Gladiators divided into two formations. Capt. Wu Yuliu led the first formation of 5 Gladiators while Zhu Jafen, Squadron Leader of the 32nd Squadron, commanded the remaining 4 Gladiators. However, they were too late for at 1030, the D1As had already completed their bomb run over Huizhou. It was estimated that over 30 bombs had been dropped creating extensive damage to the runway and the control building. When the Gladiators reached Huizhou, the D1As were already gone. Meanwhile, military intelligence indicated that two more groups of enemy fighters and bombers were approaching Nanxung. Capt. Wu thus led his Gladiators to report back to Nanxung for CAP duties. While the Gladiators were racing to Nanxung, the first group of 18 D1As arrived at Shaoguan at 1050 to unload their bombs inflicting minor damage to the air base facilities. The second group of 11 D1As escorted by an equal number of A5Ms reached Nanxung at 1040. They were intercepted by the 9 waiting Gladiators. At the conclusion of 45 minutes of intense air combat, Zhu Jafen was credited with 2 kills. Deputy squadron leader Wei Dingleh, and pilot Wei Chienmu each achieved 1 kill.

Pilot Yang Yungiang and Tang Xingong each damaged an A5M. Japanese records admitted 2 losses namely Lt. Hideo Teshima, "Kaga" Division Officer, and PO2C Seizaburo Sugino. Losses to the 32nd Squadron were heavy. At the end of the August 30 engagement, the Chinese Air Force had only 3 Gladiators left in its inventory. The Chinese casualties were as follows: 1. Capt. Wu Yuliu bit the farm in his Gladiator.

2. Deputy Commander Ma Yujen suffered a severe leg wound. He died in the hospital. His Gladiator was damaged. 3. Squadron Leader Zhu Jafen was wounded in the left eye. He crash landed his Gladiator. 4. Deputy Squadron Leader Wei Dingleh had to bail out. His s/n 3206 Gladiator was written off. 5. Pilots Wei Chiemnu and Tang Xingong were outnumbered and outgunned by an overwhelming numbers of Japanese fighters. They parachuted to safety but their Gladiators were not as fortunate. 6. Pilot Yang Yungian made an emergency landing on return inflicting minor damage to his Gladiator.

Due to the lack of spare parts, the 3 surviving Gladiators were eventually relieved from active service.

LIST OF KNOWN GLADIATOR SERIAL NUMBERS

s/n	Pilot	Remarks
2801	Arthur Chin	Lost on February 9, 1938
2802	Arthur Chin	
2803	Wu Baijuan	Lost on April 13, 1938
2804	Shen Mushiu	
2805	Zhou Ganju	Lost on February 9, 1938
2806	Fan Sunmin	
2808	Chen Chiwei	Lost on February 24, 1938
2809	Deng Xungkai	Arthur Chin rammed this Gladiator against an A5M on August 16, 1938
2810	Zhou Lingxu	Damaged on February 24, 1938
2811	Guan Yensun	Damaged on June 16, 1938
2812	Wu Jenhua	Lost April 13, 1938
2814	Shen Mushiu	Lost on June 16, 1938
2901	Xieh Chuanwo	Damaged on February 24, 1938
2902	Yang Yutung	Lost on February 24, 1938
2903	Chen Yuxin	
2905	John "Buffalo" Wong	Lost on April 13, 1938
2907	Huang Guangqing	Damaged on February 24, 1938
2908	Li Jahung	Damaged on April 13, 1938
2909	John Wong	Damaged on February 24, 1938
2910	Li Yuyung	Lost on April 13, 1938
2917	Huang Guangqing	Damaged on April 13, 1938
3206	Wei Dingleh	Lost on August 30, 1938
5723	Zhou Lingxu	Lost on August 3, 1938
5732	Clifford Louie	

D. Y. Louie (SAFCH #544), 1 Irving Place #3-16D, New York, NY 10003 = 9706. E-mail: dylou@juno.com

-miscellaneous-miscellaneous-miscellaneous-miscellaneous-miscellaneous-miscellaneous-miscellaneous-

"The Ninth Biennial Conference of Historic Aviation Writers (CHAWs #9) will be held in St. Louis 22-24 October 1999. Proposals for presentations about research, experiences, and work in progress are welcome for consideration. CHAWs is a semi-formal network group for those with an interest in aviation history (past, present and future). Proposals from all occupations and levels of experience are welcome.

"CHAWs #9 will have a 'keynote' focus on aviation in the greater St. Louis area with speakers from the region. Otherwise, there is no specific conference theme, and all proposals about aviation topics for paper and panels will be given consideration for presentation. Proposals should be no more than one page in length and be planned for an approximate twenty minute time period. Please send written proposals to the address below. Electronic

inquiries are welcome."

David C. Montgomery, CHAWs Co-Chairman, 412 Knight-Mangum Building, Brigham Young University, Provo, UT 84602, USA. E-mail: david_montgomery@byu.edu.

[Editor's note: David is a SAFCH member, and he asked be to extend this invitation to SAFO readers.]

Chinese He-66

Christian Hotte

[Author's note: A French book (Stukas!, by Herbert Leonard, Editions Heimdal, 1997) contains some interesting information on Chinese He-66 that expands on the article by D.Y. Louie in SAFO #79].

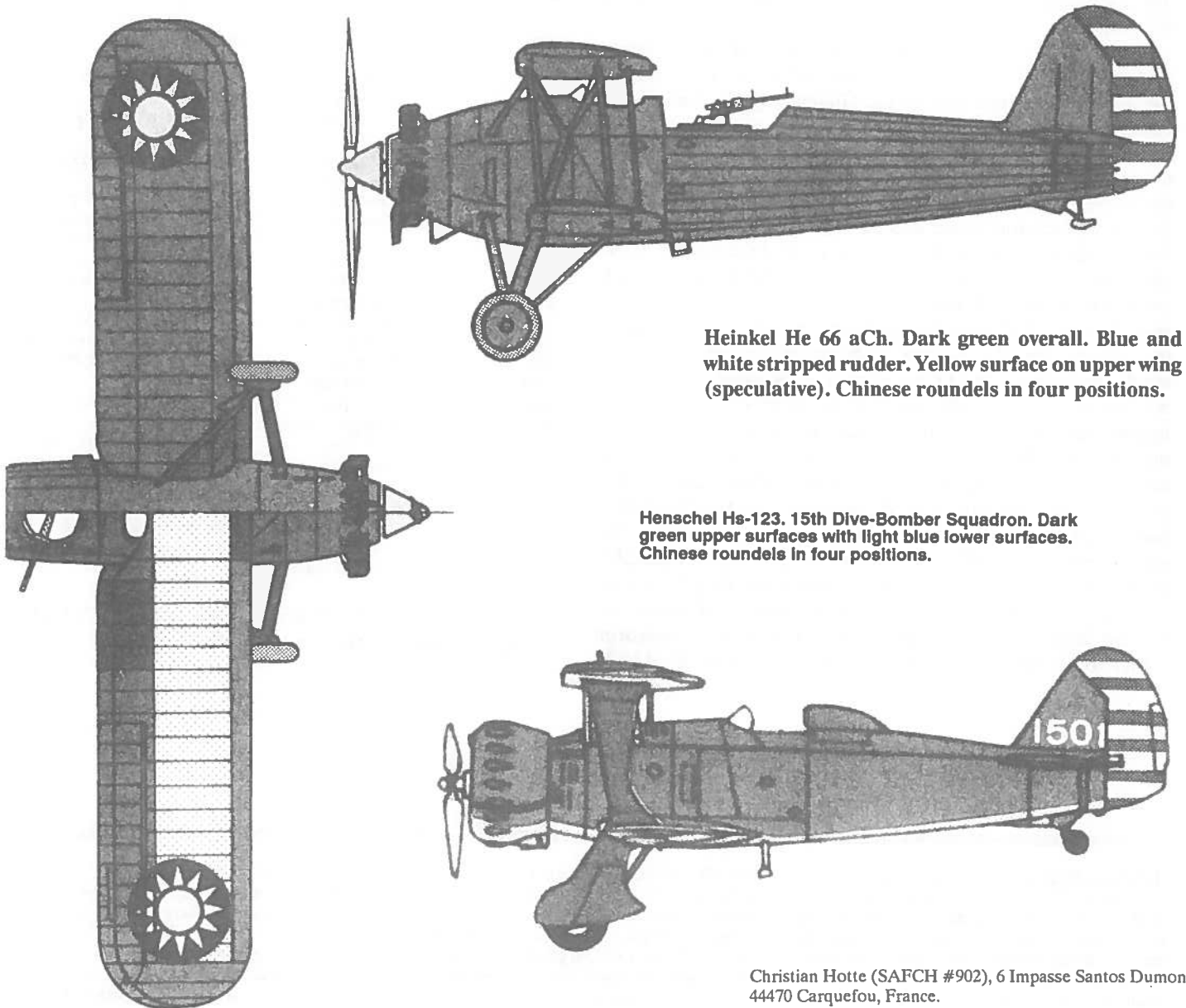
In 1933, a Chinese delegation inspected the He-50 and ordered 12 aircraft at the beginning of 1934 for light bombing and recon duties. Powered by the Siemens Jupiter VI engine, these Heinkels received the designation He-66aCH (CH for China) and were shipped to China in the summer of 1934. The following year, China ordered twelve more He-66 powered by the Siemens SAM 22B engine enclosed in a NACA-type cowl and with a tailwheel replacing the tailskid of the previous model. This batch of aircraft, designated He-66bCH, was subject to many hazards as Mr. Louie recorded in his article. The "new" Luftwaffe had just been created and they needed aircraft. Finally, the Chinese He-66s, ex He-50b, was allowed to be

shipped to Hong Kong where they arrived in January of 1936.

After many other troubles during which these aircraft were "forgotten" in their crates during nearly a year, they were sent to Beijing and assembled in July 1937, the precise month of the start of war between China and Japan! The He-66s were in first-line service for only two months before being relegated to training duties.

The most outstanding feature of their livery was the painting of large yellow areas on the upper wing to avoid confusion with the Aichi D1A1 and D1A2 which were Japanese license-produced He-66.

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Heinkel He 66 aCh. Dark green overall. Blue and white striped rudder. Yellow surface on upper wing (speculative). Chinese roundels in four positions.

Henschel Hs-123. 15th Dive-Bomber Squadron. Dark green upper surfaces with light blue lower surfaces. Chinese roundels in four positions.

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Serial Numbers of RF-84F in U.S. Allies Service

Part 5: France and Italy

W. Yip

French Air Force

French Air Force received 89 RF-84Fs directly from the U.S. funded by MDAP between 1956 and 1957. They were brand new machine from the factory and replaced the (R)F-84Gs which were modified from F-84G for photo-reconnaissance duties. Among the 89 destined for France, 8 were diverted to Italy (See Note 1). It is believed that an additional RF-84F (52-7331), which had served the French AF, was also transferred to Italy. In 1958, 4 ex-USAF machines destined for Norway were transferred to France. Also, according to the Air Force records, 1 RF-84F (52-8727), which was funded by MDAP for France, was written off before the delivery. (This is not included in the 89 counts) There were also subsequent transfers between the French AF and other NATO allies. These transfers were documented in the remarks sections but may not be complete. In French Air Force service, they all served with the 1st(1/33), 2nd(2/33) and 3rd(3/33) squadrons of the 33 Tactical Reconnaissance Wing. French Squadron code which consists of 2 digits and 2 letters was applied. The 2 digits represent the air wing it belongs to. The first letter represents the squadron and the second letter is the code for the individual aircraft. Due to transfer among the 3 squadrons, the French code that applied to the RF-84Fs changed from time to time. Starting in 3/62, the RF-84Fs were gradually replaced by Mirage IIIR and the replacement was not completed until 1/1967. After their retirement, 6 RF-84Fs were supplied to Norway, 5 to Denmark in 1964 and at least 6 to Turkey. At least 13 were returned to the U.S. in 1966 for use by the ANG. Ref. 7 has the Code tied-up for the French RF-84Fs.

USAF	Remarks
51-17016	
51-17017	
51-17019	
51-17027	
51-17043	
51-17054	
52-7234 (MAP)	transferred to Royal Danish AF as C054 received via Royal Norwegian AF in 1958.
52-7248 (MAP)	transferred to Turkish AF after retirement. received via Royal Norwegian AF in 1958.
52-7252 (MAP)	transferred to RDAF as C248 received via Royal Norwegian AF in 1958.
52-7253 (MAP)	received via Royal Norwegian AF in 1958. transferred to RDAF as C253
52-7283	transferred to Royal Danish AF as C283
52-7285	
52-7298	
52-7299	transferred to Turkish AF after retirement
52-7300	
52-7301	transferred to Turkish AF after retirement
52-7303	
52-7304	
52-7305	
52-7306	
52-7307	
52-7319	transferred to Royal Norwegian AF in 1963 as AZ-C.
52-7321	
52-7322	transferred to Royal Norwegian AF in 8/1958
52-7323	
52-7324	transferred to Royal Danish AF as C234
52-7325	transferred to Royal Norwegian AF in 1963 as AZ-Q.

52-7326	
52-7327	
52-7329	transferred to Turkish AF after retirement.
52-7330	
52-7331	transferred to Italian AF.
52-7332	transferred to Royal Norwegian AF in 1963 as AZ-S.
52-7333	
52-7334	
52-7335	transferred to Italian AF (Note6)
52-7336	
52-7337	
52-7394	transferred to Italian AF (Note6)
52-7401	transferred to Italian AF (Note6)
52-7402	transferred to Italian AF (Note6)
52-7433	
52-7437	transferred to Italian AF (Note6)
52-7442	transferred to Turkish AF after retirement.
52-7451	transferred to Italian AF (Note6)
52-7460	transferred to Italian AF (Note6)
52-7467	transferred to Italian AF (Note6)
52-8718	
52-8719	
52-8720	
52-8721	transferred to Royal Norwegian AF in 1963 as AZ-W.
52-8722	transferred to Turkish AF after retirement.
52-8723	transferred to Royal Norwegian AF in 1963 as AZ-X.
52-8724	transferred to Royal Norwegian AF in 1958
52-8729	transferred to Royal Norwegian AF in 1958
52-8731	transferred to Royal Norwegian AF in 1963 as AZ-Y.
52-8734	transferred to Royal Norwegian AF in 1958
53-7559	
53-7560	returned to U.S in 1966.
53-7561	returned to U.S in 1966.
53-7562	
53-7563	returned to U.S in 1966.
53-7565	returned to U.S in 1966.
53-7566	
53-7567	
53-7568	returned to U.S in 1966.
53-7569	
53-7570	returned to U.S in 1966.
53-7572	
53-7573	returned to U.S in 1966.
53-7576	
53-7577	
53-7578	
53-7579	
53-7580	returned to U.S in 1966.
53-7583	
53-7587	
53-7617	
53-7618	
53-7620	
53-7621	
53-7622	returned to U.S in 1966.
53-7623	returned to U.S in 1966.
53-7624	w/o 3/1960
53-7625	returned to U.S in 1966.
53-7626	
53-7627	
53-7628	returned to U.S in 1966.
53-7629	returned to U.S in 1966.
53-7630	
53-7631	returned to U.S in 1966.
53-7632	returned to U.S in 1966.
53-7633	returned to U.S in 1966.

Note6: It is believed that these RF-84Fs never served the French AF and never received any French AF Code.

Serial Numbers of RF-84F in U.S. Allies Service

W. Yip

Italian Air Force Italian AF received 77 RF-84Fs between 1956 and 1958 from the U.S. (Most aviation articles reported that 78 RF-84Fs were received but only 77 can be identified by the author) 57 of which were supplied under MDAP in 1956 and 20 were ex-USAF machines supplied under MAP in 1958. It is believed that 9 RF-84Fs were diverted to the Italian AF from the delivery to France. They replaced the (R)F-84Gs that were modified from F-84G for photo-reconnaissance duties. They all served with 3 Aerobrigata from 1958 to 1974. 3 Aerobrigata consisted of #18, #28 and #132 Gruppo (squadron). The Italian AF applied its own 3 digit code to all the RF-84Fs. The first digit was always a "3" which represented 3 Aerobrigata. The last 2 digits which were separated by a "-" from the first was the individual aircraft code. For those that served in 18 Gruppo, their codes ranged from 3-02 to 3-19. For those that served in 28 Gruppo, their codes ranged from 3-20 to 3-39 and for those that served in 132 Gruppo, their codes started from 3-40 and up. The Italian AF RF-84Fs were all in bare metal or silver finish. Unlike most other NATO nations, camouflage was never applied. They were replaced by RF-104G in 1974. After their retirement, some were preserved and most were sold off as scrap metal. The code tied-up for the Italian RF-84Fs can be found in Reference 8.

1st batch of 57 RF-84Fs supplied under MDAP in 1956

USAF serial

51-17018
51-17023
51-17024
51-17025
51-17026
51-17029
51-17030
51-17031
51-17032
51-17034
51-17035
52-7320
52-7328
52-7339
52-7386
52-7387
52-7388
52-7390
52-7391
52-7392
52-7393
52-7395
52-7396
52-7397
52-7398
52-7399
52-7400
52-7403
52-7404
52-7405
52-7438
52-7440
52-7445
52-7447
52-7448
52-7450
52-7452
52-7453

52-7454
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52-7458
52-7459
52-7461
52-7462
52-7463
52-7464
52-7465
52-7466
52-7469
52-7471
52-7472
52-7474
52-7475
53-7585
53-7586

2nd batch of 20 RF-84Fs supplied under MAP in 1958

51-1842
51-1858
51-1884
51-1928
51-1940
51-1947
51-11260
51-11263
51-11265
51-11266
51-11267
51-11268
51-11270
51-11273
51-11275
51-11283
51-11284
51-11285
51-11288
51-11294

Note 7: It is believed that the following 9 RF-84Fs were transferred from France.

USAF serial	Remarks
52-7331	believed to have been transferred to IAF after it is retired from French AF. ex-33-TU.
52-7335	believed to have been diverted to IAF & never have served French AF.
52-7394	believed to have been diverted to IAF & never have served French AF.
52-7401	believed to have been diverted to IAF & never have served French AF.
52-7402	believed to have been diverted to IAF & never have served French AF.
52-7437	believed to have been diverted to IAF & never have served French AF.
52-7451	believed to have been diverted to IAF & never have served French AF.
52-7460	believed to have been diverted to IAF & never have served French AF.
52-7467	believed to have been diverted to IAF & never have served French AF.

W. Yip (SAFCH #1421), 535 Diana Place Arroyo Grande, CA 93420, USA.

The Dornier Do Y in Yugoslav Service

Bradic Srecko

Development

In 1930, the Dornier factory Aero-Metal AG Zurich at Alternheim, Switzerland, began design work on one of the first all-metal Dornier bombers, the Do Y. This aircraft was intended to be delivered to Yugoslavia as a WWI war-reparation. In the beginning of 1931 official order were given for building two prototypes. The first to be test flown was Do Y WNr-232 which made its maiden flight on 17 October 1931 at Fridrichshafen/Lowental. This aircraft was soon joined by the second prototype WNr-233. Testing revealed troubles: cooling problems with the three Siemens-built Jupiter radials, the aircraft was underpowered, and the wings were subject to flutter vibration. Since the Versailles Treaty forbid German production of large warplanes (Grossflugzeugen), the first Do Ys had no defensive turrets and the nose transparencies were painted over. Initially the aircraft were unmarked, but later big "werk" numbers were painted on the fuselage and wings. These were subsequently replaced by official registration D-3 and D-6.

Later, both planes were equipped with defence turrets and in this form they were demonstrated to possible foreign customers. The Do Ys were flown to Austria, Hungary, and Romania, but the only customer was Yugoslavia. In March 1932, both planes were delivered to Yugoslavia.

Development work continued in Alternheim and two more were built; Wnr-555 and 556 which were given Swiss civilian registration HB-GOE and HB-GOF. The most obvious modifications were in powerplant selection and wing construction. The new engines were three Gnome Rhone K-9 nine-cylinder radials with 625 hp each. (The suitability of the Gnome Rhone engine was first tested by replacing the starboard Jupiter with a K-9 and test flying this plane with this mixed-engine configuration.) The new power plants gave the plane enough speed to allow the wing span to be reduced from 28.00 m to 26.62 m since the extra lift was no longer necessary. To prevent wing flutter vibration, the wings were partially metal covered for additional strength. Three-bladed metal propeller replaced the two-bladed wooden ones previously used. The cost of these modifications, amounting to 550000 RM, were borne by the Dornier company since the German government was no longer interested in the Do Y. After protracted negotiations, the company succeeded in convincing the Yugoslav government to purchase these two planes. They were ferried to Yugoslavia and, on 9 March 1937, they landed at Zemun.

Technical Description

The fuselage was of monocoque construction, with aluminum formers and skin. The wings were constructed in three sections, a central section and two outer sections. The central section carried the power plants, fuel, and oil.

The Do Y had dual flight controls in a roomy but open cockpit. Each pilot had a separate windshield. The crew consisted of four airmen. One crew member operated the bomb sight in the glazed nose section. He also operated the camera and radio equipment, and manned a machine gun providing defence of the forward hemisphere. Access to the bombing section was from the cockpit under the instrument panel.

The pilots sat together in a wide, open cockpit. One pilot would operate the flight controls while the other could leave the

cockpit to attend to the engines and other installations in the fuselage, or he could join the front gunner to help him in one of his functions. The fourth crew member was the rear gunner who operated both the twin machine guns or a single machine gun in the floor.

The power plants consisted of three engine, two positioned on the leading edges of the wing and one on struts above the fuselage. The oil tanks were in the nacelles.

In Yugoslav Service

During the early 1930s, the Royal Yugoslav Air Force was studying the possible acquisition of heavy bombers. At that time its bomber force consisted of single-engine Breguet XIX and Potez XXV. Tests were conducted on several bombers, including a Ford Trimotor, and in 1932 three types of bombers were purchased for operational testing; two Junkers G-24, two Avia Fokker F.39, and the two Dornier Do Y. At first, they were based at Novisad but were soon moved to Zemun. There, in the autumn of 1933, 261 Air Group was established and, since all its equipment was three-engine bombers, this was also referred to as the "Trimotor Group". The airplanes were tested under operational conditions to determine the best one to equip the future bomber units. A decision was continually delayed, and finally not one of these types were selected. Probably the most important reason for the lack of a decision was financial.

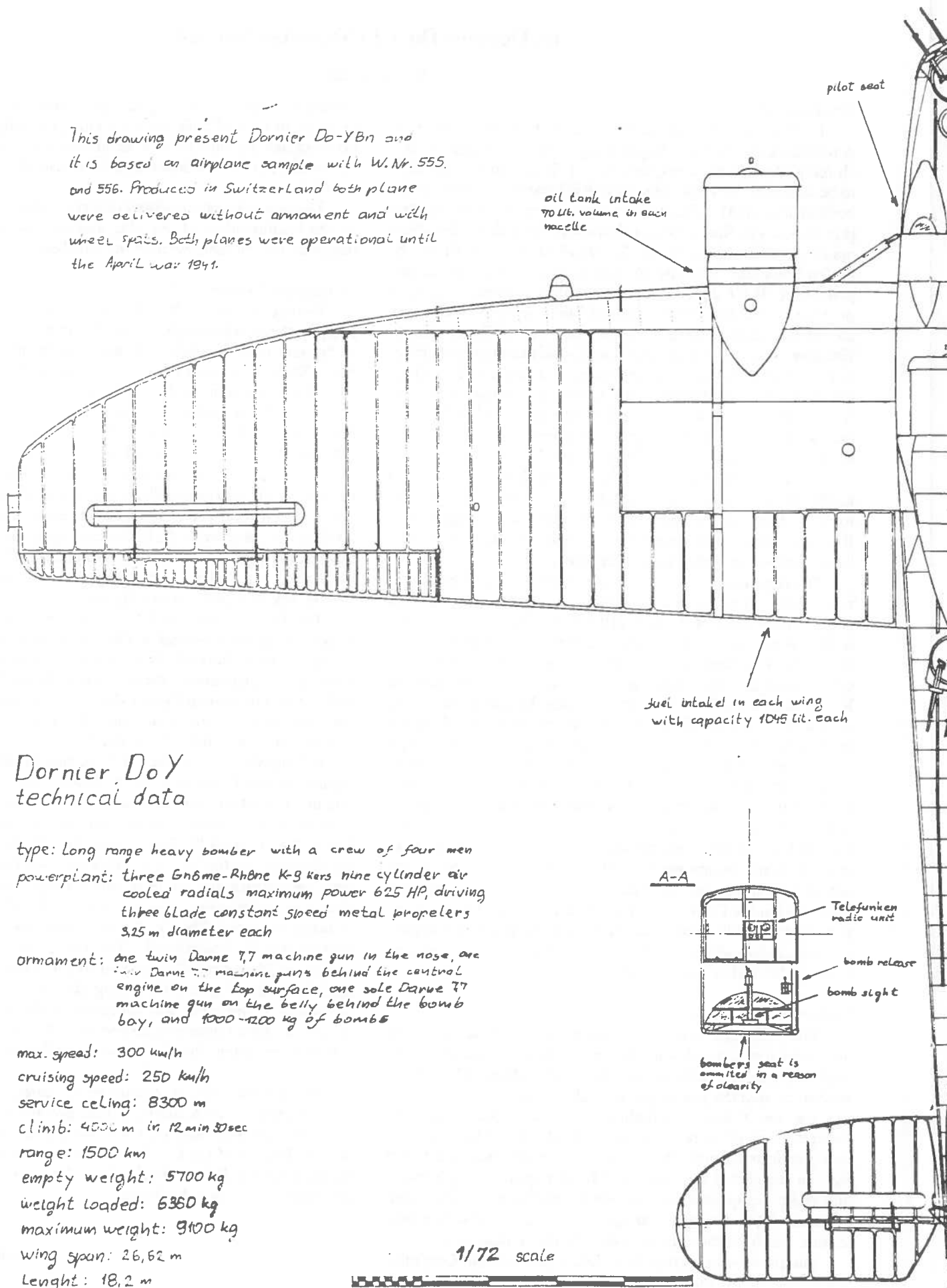
The Do Ys, along with the other four trimotors took an active part in many activities. The Dorniers were mainly flown by experienced pilots who later became commanders of various units. In 1933, Romania's Prince Nicolas visited Yugoslavia and had the opportunity to fly in a Do Y. A year later, in October, the Dornier took part in the funeral ceremony for the assassinated Yugoslav King Aleksandar I.

In Yugoslav service, the Do Y was unofficially known as the Flying Chicken Coup. In 1937, the Jupiter-engined Do Ys were sent in for overhaul, and the unit operated the newly-arrived Do Y with the K-9 engines. Spare parts for this were ordered in Switzerland in late 1935. By this time, the Dorniers were becoming obsolete and the Yugoslav Air Force was beginning a complete modernization. In 1938, 261 Group was renamed 81 Group in anticipation of its re-equipment with Italian SM.79 trimotor bombers. The Do Ys were released to Mostar and relinquished its bomber role. The Do Y, along with the two Junkers G.24, and possibly the two Avia Fokker F.39, were now used to convert pilots for flying the new Italian trimotor warplanes. Conversion was successful without any accidents. When the Italian bombers arrived in 1939, the old tri-engined bombers, including the Do Y were withdrawn from front-line units.

The Dornier Do Y continued its career in second-line duties serving at Air Academy in Pancevo and with 3 Regiment. As a less-capable transport, it was used mainly for training and liaison. The use of the Do Ys in the war is not known, but one survived the April 1941 War and was later handed over to the new formed Croatian Air Force.

Continued on page 134.

This drawing present Dornier Do-YBn and it is based on airplane sample with W.Nr. 555. and 556. Produced in Switzerland both plane were delivered without armament and with wheel spats. Both planes were operational until the April War 1941.



Dornier Do Y technical data

type: Long range heavy bomber with a crew of four men

powerplant: three Gnôme-Rhône K-9 kers nine cylinder air cooled radials maximum power 625 HP, driving three blade constant speed metal propellers 3,25 m diameter each

armament: one twin Dornier 7,7 machine gun in the nose, one twin Dornier 7,7 machine guns behind the central engine on the top surface, one sole Dornier 7,7 machine gun on the belly behind the bomb bay, and 1000-1200 kg of bombs

max. speed: 300 km/h

cruising speed: 250 km/h

service ceiling: 8300 m

climb: 4000 m in 12 min 30 sec

range: 1500 km

empty weight: 5700 kg

weight loaded: 6360 kg

maximum weight: 9100 kg

wing span: 26,62 m

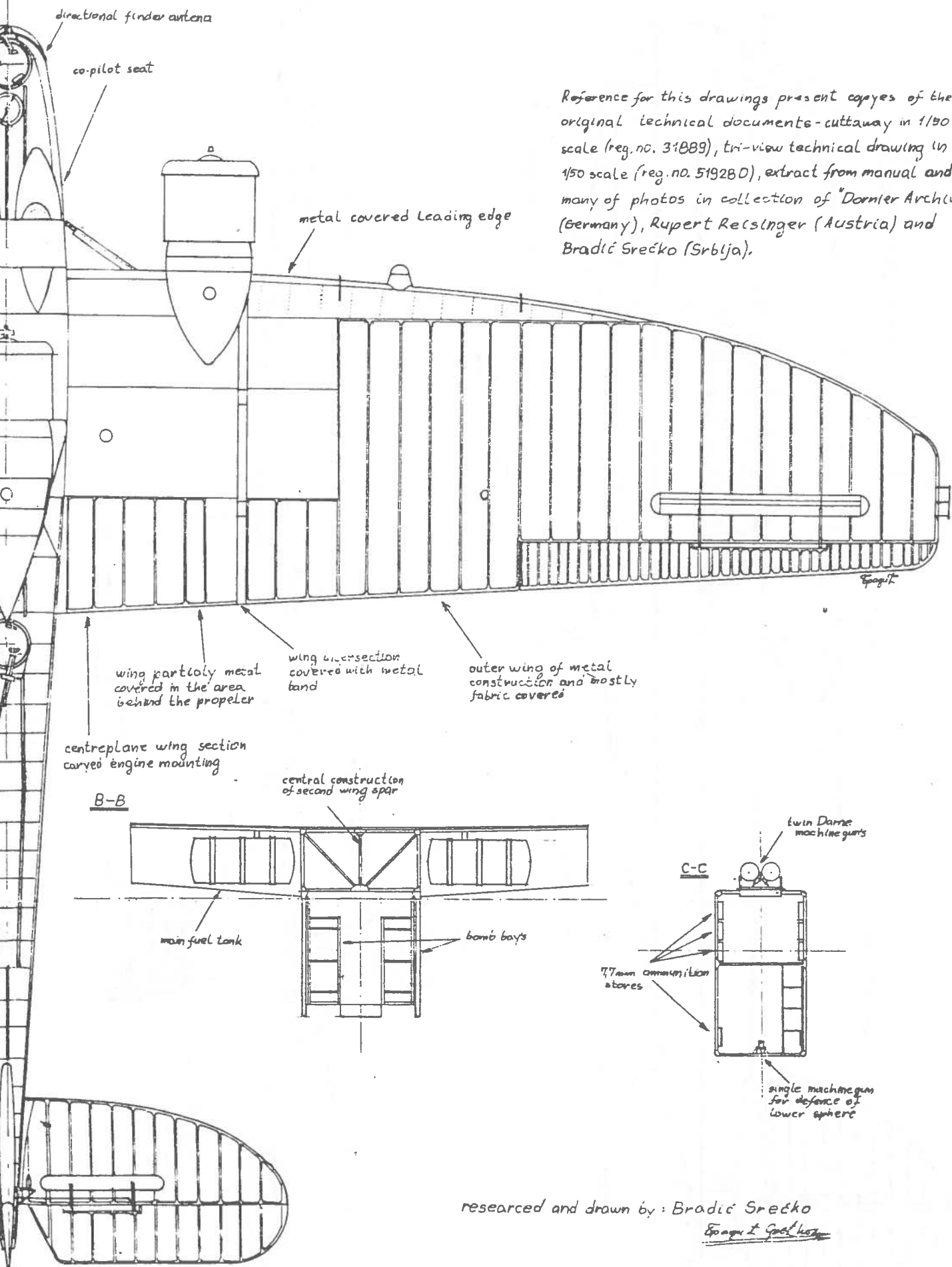
length: 18,2 m

height: 7,5 m

wing area: 108,8 m²

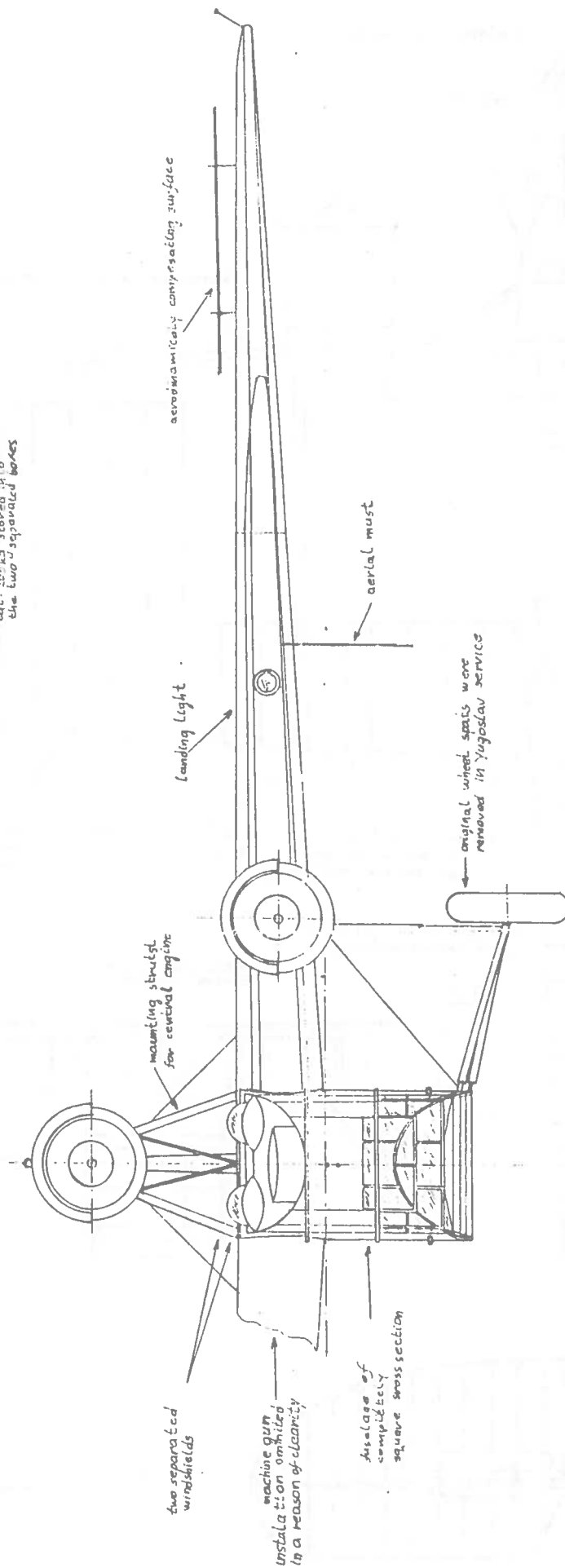
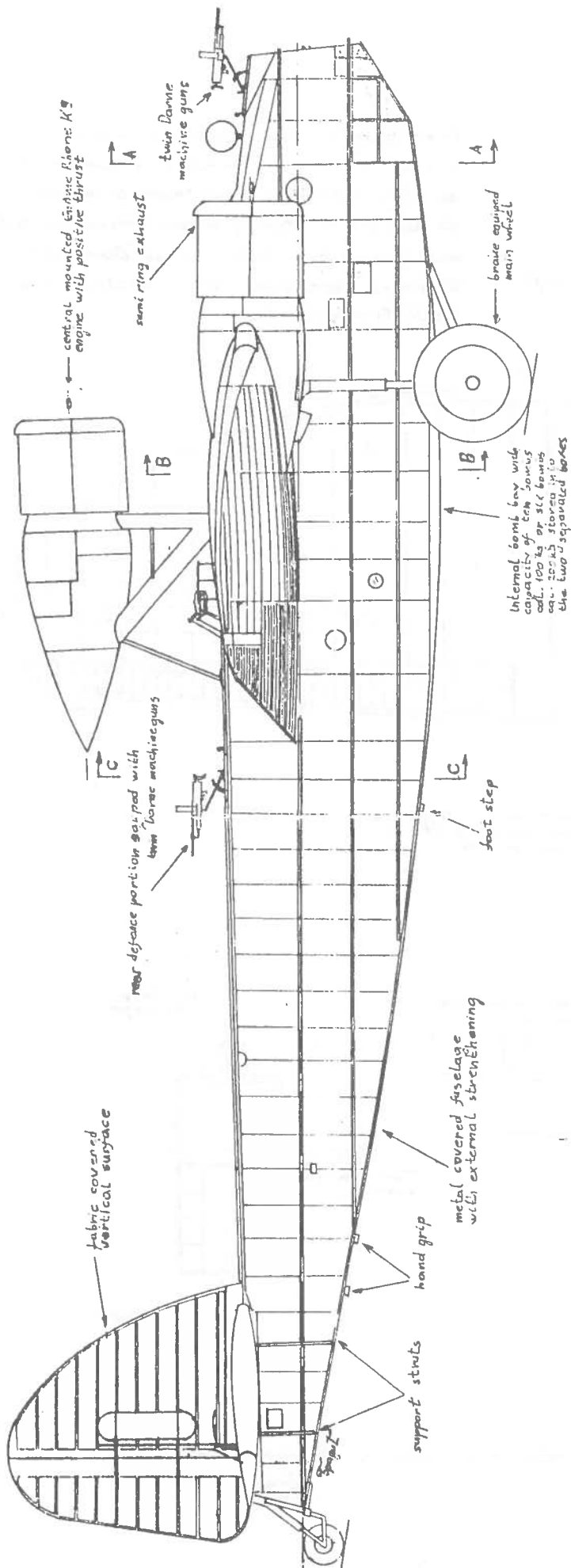
1/72 scale

metres



Reference for this drawings present copies of the original technical documents - cutaway in 1/50 scale (reg.no. 31889), tri-view technical drawing in 1/50 scale (reg.no. 519280), extract from manual and many of photos in collection of "Dornier Archiv" (Germany), Rupert Reisinger (Austria) and Bradić Srećko (Srbija).

researched and drawn by: Bradić Srećko
Spigil 2. God. 1997



The Yugoslav Furies

Sid Napier © 1998

In 1930 the Ratno Vazduhoplovstvo (Military Aviation) had at its disposal some 160 fighter aircraft of French and Czechoslovak origin, including such obsolete types as the Gourdou-Leseurre B.3 and Dewoitine D.27 C1. The most modern type in service was the Avia BH 33E SHS, 42 of which had been license-built by Ikarus AD in Zemun. A version of the BH 33E operated by the Czechoslovak air force, the BH33E SHS was powered by a 480-hp Jupiter VII radial, featured a revised fuselage cross section and landing gear, mounted two 7.7-mm Darne machine guns, and was capable of a maximum speed of 294 km/h (182 mph). Aware that a more modern fighter was needed but mistakenly assuming that their own engineers lacked the expertise to design and build a replacement, the Yugoslav authorities decided to acquire the new aircraft abroad. Among the fighters short-listed were the Hawker Fury and the PZL P-11

The Fury 1A

In 1931 Hawker Engineering's chief test pilot P.W.S. "George" Bulman gave a sales promotion demonstration at Beograd (Belgrade) with the Fury prototype, the Hornet (J9682). The aircraft's performance impressed both Yugoslav pilots and technical staff, and in September 1931 the Yugoslav government advised Hawker Engineering that it wished to buy six Furies.

This decision to purchase the Fury for the then very high price of £3800 apiece instead of the PZL P-11A for £3200 was subsequently criticized as the Polish aircraft was not only cheaper but of more advanced design. However, it should be borne in mind that most air staffs in the early 1930s were very conservative and preferred to play safe; they tended to favour biplanes and distrust monoplanes. In fact, major air forces were still acquiring biplane fighters after the Polikarpov I-16 and Messerschmitt Bf 109 had already demonstrated the monoplane's superiority in Spain, e.g. the Gloster Gladiator entered service with the RAF in 1937 and the Royal Navy in 1939, the Polikarpov I-153 went into production in 1938, and Regia Aeronautica fighter squadrons converted to the Fiat CR 42 in 1940.

Hawkers only confirmed acceptance of the Yugoslav order in 1932, having waited for the RAF to decide to buy, the problem being primarily the high price. When an RAF order for Furies finally materialized, Hawkers initiated production of the six machines for Yugoslavia, where the type was to be known as the Fury 1A. The first machine made its maiden flight on April 4, 1932, and all six had been flown by April 15. But only five Furies were delivered to Yugoslavia in June 1932. As the Yugoslav were already thinking in terms of license manufacture but building the Kestrel engine locally was not feasible, they had requested that Hawkers retain one airframe for the test installation of a 500-hp direct-drive Hispano-Suiza 12Nb. This engine powered Yugoslav Dewoitine and Breguet 19 A2 reconnaissance biplanes, and a servicing organization had been set up by Hispano-Suiza at Zemun. Hawkers retained the third airframe and found the lower thrust line of the Hispano-Suiza engine necessitated fitting a propeller of smaller diameter. The result was performance which tests carried out in both Britain and Yugoslavia showed to be unsatisfactory. The aircraft was subsequently returned to England in 1933 to be brought back to standard.

Following delivery, apparently only the most experienced Yugoslav fighter pilots were allowed to fly the Furies, primarily at air shows and on special occasions where the aircraft attracted considerable attention. At the International Aircraft Meeting held at Zurich on July 23/24, 1932, a Yugoslav Fury 1A flown by Kapetan Zlatko Sintic took first place in the single-seat category by flying an Alpine course from Zurich to Thun to Bellinzona to Zurich in 68 minutes and 38 seconds, an average speed of 323 km/h (201 mph). (During WWII, Zlatko Sintic served with the Axis forces, presumably the Croat Vojno Zrakoplovstvo. He died in prison after the war.) As Sintic's Fury had been fitted with wheel spats for the event, another five sets were subsequently ordered from Hawkers for the other five but seldom fitted.

The Fjuri II

Experience with the Fury 1A having proved satisfactory, the Yugoslav government initiated negotiations for the purchase of a further batch and a licence to manufacture in Yugoslavia. It was stipulated that the new Furies offer enhanced performance, and it was requested that a Hispano 12X or 12Y be installed, an engine expected to be available at a favorable price in France. However, the Hispano engine, which would be responsible for the superior performance of the Furies supplied to Spain in 1936, could not be obtained in 1934. Confronted by a request to conduct trials with a 740-hp Lorraine Petrel H Frs instead, Hawkers suggested using the 745-hp Kestrel XVI, an engine that had already been specified for Hawker Hinds ordered by Yugoslavia. The suggestion had obvious merit and a contract for 10 new, upgraded Furies was confirmed on October 3, 1935.

Known in Yugoslavia as the Fjuri II, the new aircraft was a marked advance on the RAF's Mk II and differed significantly in appearance and capabilities. In addition to the 745-hp Kestrel XVI engine, it featured an additional 70-liter fuel tank in the fuselage, a low-drag radiator, cantilever undercarriage legs and Dowty internally sprung wheels like those of a Gloster Gladiator and, according to one source, an enlarged fin/rudder assembly. Provision was made for a bomb load of 100 kg (200kg?) or, alternatively, two additional machine-guns to be carried in detachable fairings under the lower wings. (Apparently no Fury II was equipped with wing guns in April 1941.)

Although the wingspan of 9.15 meters was identical with that of the Fury 1A, installation of the Kestrel XVI had increased overall length to 8.34 meters, the takeoff weight to 1772 kg, the maximum speed to 390 km/h (242 mph), and the range to about 600 km. The Fury II was thus the most powerful, fastest and potentially effective of all the production Furies -- but obsolescent if not obsolete by the time it was taken into service.

The Fury II made its first flight on September 14, 1936, and no problems were encountered, but the undercarriage was lengthened by 15 cm (6 inches) to allay concerns regarding propeller clearance on rough fields. Delivery of the batch of ten was completed in June 1937, these fully equipped aircraft being given the codes 4 through 13.

Theoretically, these new aircraft should have worn the codes 7 through 16, but S. Korda notes that although both the original sales contract and British sources refer to six Fury 1As, only Fury 1As with the codes 1 through 3 are regularly shown in

Yugoslav returns from 1932 to 1937. The last trace recorded of a Fury 1A, Korda says, is that of the machine still being flown in 1939 by the commandant of the pilot training school at Nis.

Following delivery in June 1937, a Fury II was pitted against the Ikarus IK-02 prototype, a locally designed fighter powered by a 860 hp Hispano-Suiza 12Ycrs that had a maximum speed of 435 km/h and carried a 20-mm cannon and two 7.7-mm machine guns. The pilots flying the IK-02 won each of sixteen mock dogfights. In a subsequent contest comprising speed of climb to 4,000 meters, a race from Beograd to Novi Sad and back, and simulated combat, the IK-02 again proved the superior aircraft although the Fury was piloted by Leonid Bajdak, one of the best fighter pilots and a fervent Fury advocate. Nonetheless, only twelve IK-2s were ultimately built and taken into service.

The license acquired from Hawkers was initially intended to allow production of 100 Fury IIs and an initial batch of 10 Kestrel engines was ordered in October 1936. But, in the end, only 40 machines were ordered. Ikarus built 24 Fury IIs coded 14 through 37, the first being delivered in August 1937. Zmaj produced another 16 coded 38 through 53, the first of these aircraft being delivered a little later than by Ikarus. P.B. Bosnic states the serials assigned to the 50 Fury IIs were 2201 through 2250.

	The Three Furies		
	RAF	Spanish	Yugoslav
	Fury Mk I ¹	Fury ²	Fjuri II ³
Engine	Kestrel iis	Hispano-Suiza	Kestrel XIV KS
	575-590 hp	700 hp	745 hp at 3,750 m at 4,000 m
Max speed	333 km/h (207 mph)	377 km/h (235 mph)	390 km/h (242 mph)
Ceiling	8,500 m	8,650 m	9,000 m
Range	490 km	650 km	635 km
Weights			
empty	1190 kg	1250 kg	1482 kg
take-off	1521 kg	1760 kg	1772 kg
Dimensions			
wingspan	915 m	915 m	915 m
length	8.00 m	8.15 m	8.34 m
height	2.89 m	3.10 m	2.96 m
Armament	2x7.7 mm Vickers	2x77 mm Vickers	2x77-mm Darne later 2x792 mm Browning (2 wing guns or 100/~00 kg bomb load optional)

1) Air Enthusiast No 3, p 11.

2) J. Miranda & P. Mercado, *Aviones en la Guerra Civil Espanola 1936/1939*, Ingleses-Cecos-Polacos, p. 141.

3) S. Korda, *Front, Zenit Dvokrilca, Hokerov Fjuri (Hawker Fury) -- okretni srebrni leptir*.

Problems

The fighter pilots confidence in their fine new Furies was soon badly shaken. The machines tended to ground loop when landing, often finishing up on their noses or even on their backs. Up to one in 10 landings ended with broken propellers or more serious damage. The pilots overcame this problem by changing their landing technique. Instead of making a three-point landing, they touched down only on the main wheels at about 150 km/h, avoided using the brakes, and kept the tail up off the ground for as long as possible to retain rudder control until the last moment.

When it became evident that ground looping occurred solely with licensebuilt Fury IIs which had been delivered without

various items of equipment such as the radio, Yugoslav engineers including Kosta Sivcev, one of the designers of the IK-2 and IK-3 fighters, soon traced the cause of the problem: the absence of the 40-kg radio set and its controls behind the pilot's seat allowed the CG to shift forward so that during the landing run the rudder was unable to cope with the torque generated by the huge propeller. The solution adopted was the carry ballast until Telefunken radios arrived from Germany. With ballast or a radio set installed a three-point landing could be effected without difficulty at 120 km/h. In addition, the Yugoslav engineers reduced the height of the main landing gear by about 15 cm and modified the tailskid.

When deliveries were completed, the Jugoslovensko Kraljevsko Ratno Vazduhoplovstvo (JKRV = Yugoslav Royal Air Force) had at its disposal 50 Fury IIs and probably three of the six Fury IAs originally acquired. At least three Fury IAs had presumably been withdrawn from service by this time.

The first units to convert to the Fury II were an elite eskadrila (squadron) in the 6. Lovacki puk (6th Fighter Regiment) based at Zemun and tasked with the defence of Beograd, and an eskadrila in the 125. Lovacka grupa (1 25th Fighter Group). By 1939, all the squadrons in the 6. Lovacki puk had been re-equipped with Furies. But by April 1, 1939, attrition had reduced the number of Furies in the JKRV's inventory to 46 and by March 13, 1941, to 30, some of which were suitable only for use as trainers.

When more modern fighters became available, i.e. British-supplied and Zmaj license-built Hurricane Mk Is from December 1938 onwards, the Furies were transferred to the 4. Lovacki puk (4th Fighter Regiment) at Zagreb. There they remained until the 6. Lovacki puk converted to Messerschmitt Bf 109E-3s and IK-3s in 1939/40 when Hurricanes were redeployed to protect the Croat capital.

The Fury IIs were then taken on strength by the 5. Lovacki puk (5th Fighter Regiment) which had been formed in April 1939 for service on the Bulgarian front. The unit was commanded by Potpukovnik (Lt Col) Leonid Bajdak and based on Medosevac airfield at Nis. The first 18 Furies arrived from Zagreb early in 1940 to join a collection of obsolete Avia BH 33E SHSs and even older fighter types. In the course of the autumn 1940 manoeuvres, the Furies were assigned the role of enemy dive bombers, sirens being fitted to give a more realistic effect.

Combat: April 6-17, 1941

On April 6, 1941, Hitler launched Operation Marita to relieve the Italian forces in difficulties in Greece and punish the Yugoslavs for repudiating the Three Power Pact following the March 27 coup d'etat led by the Chief of the Air Staff, General Dusan Simonovic. On that day the 5. Lovacki puk comprised two groups, the 35. Lovacka grupa and the 36. Lovacka grupa.

Based at Kosancic near Leskovac, 35. grupa commanded by Major Vasa Zivanovic consisted of two squadrons, the 109. Lovacka eskadrila commanded by Kapetan Pavle Goldner and the 110. Lovacka eskadrila commanded by Kapetan Oyo (?) Sep with a total strength of some 15 Fury IIs. Tasked with the defence of Nis, the grupa had repeatedly attempted, without success, to intercept Luftwaffe reconnaissance aircraft violating Yugoslav airspace throughout March 1941.

36. grupa at Rezanovacka Kosa under the command of Major Drago Brezovsek, consisted of 111. eskadrila com-

manded by Kapetan Vojislav Popovic and 112. eskadrila commanded by Kapetan Konstantin Jermakov. The grupa was responsible for the defence of Skoplje (now Skopje), in Macedonia, and also had about 15 Fury IIs on strength.

On April 6, 1941, 36. grupa had been warned before dawn to expect air raids, but as two Furies were departing on patrol at sunrise and other pilots were warming up their engines, the Rezanovacka Kosa airfield was attacked by some 30 Bf 109Es and Bf 110s. One Fury was destroyed on the ground together with an RWD 13 and three training aircraft (BH 33Es?), and the 111. eskadrila pilots were caught taking off. The 112. eskadrila pilots managed to gain some height before having to engage in combat. Within minutes 11 Furies were shot down or severely damaged and destroyed in crash-landings. Seven Fury pilots were killed, including the two eskadrila commanders, Vojislav Popovic and Konstantin Jermakov. One German aircraft was rammed by a Fury, the pilot of which has been variously identified as Jermakov, Popovic or a Porucnik (lieutenant) Tanasic. The Yugoslavs claimed three Bf 109Es and one Bf 110 shot down. Luftwaffe records show one Bf 109E lost and three crash-landed at their bases, plus two Bf 110s lost, whether due to damage inflicted by Furies, ground fire or other causes is not indicated.

The pilots of the two 36. grupa Furies that survived the attack on Rezanovacka Kosa set off later in the day to join the 35. grupa Furies. Only one arrived, the other having crash-landed en route after running out of fuel.

Bf 109Es dispatched to destroy the 35. grupa Furies failed to find the well-camouflaged aircraft of 109. and 110. eskadrile. Instead they attacked the Breguet XIXs of the 5th Army's 2. Vazduhoplovna izvidjacka grupa (2nd Air Reconnaissance Group) at Sorlince near Leskovac, mistakenly assuming these were fighters. Potpukovnik Bajdak and some pilots of 110. eskadrila took off and attempted to follow the Bf 109Es back to their base. They gave up the chase after being fired at by Yugoslav AA near Pirot. To evade a follow-up attack by the Luftwaffe, the Furies were then relocated to a reserve airfield at Bojnik, about 15 km from Kosancic.

On April 7, six 35. grupa Furies took off from Bojnik and intercepted about 20 Heinkel He 111 bombers. The engagement had to be broken off because the Heinkels were too fast and the guns of four Furies jammed. (The Spanish Furies had problems with malfunctioning gun synchronization gear, the guns apparently being Vickers taken from Hispano-Nieuport 52s. According to Bosnic, the JKRV's Furies had been re-armed with Brownings. The JKRV's Hurricane's wing guns were also Belgian Brownings, but there were apparently no problems.)

On April 8, the 35. grupa Furies braved deteriorating weather to strafe German units assaulting Bela Palanka, about 70 km east of Nis. With German armour still rapidly advancing on Nis throughout the day, the evacuation of all airfields in the area was ordered and 35. grupa prepared to relocate to Kraljevo next morning.

On April 9, with snow falling in Serbia and Macedonia, the Furies at Bojnik were the only fighters that could be moved immediately to escape advancing German forces. (The 31. grupa Me 109Es at Kragujevac and the 52. grupa Hurricanes at Knic were bogged down in mud.) When damaged and unserviceable aircraft had been burned, the Furies set off and, emerging from thick mist in the west Morava valley, were fired on by Yugoslav troops. Porucnik Pisarev had to make an emergency landing

when his Fury was hit by small arms fire and, according to some sources, a second Fury was also brought down. The rest flew on to Kraljevo.

On April 10, Zagreb fell and a new, independent state of Croatia was proclaimed. The weather worsened, some damaged Furies were burned and the remainder flew from Kraljevo to Preljina near Cacak. From there they took off to strafe a German column near Cuprija in the Morava valley, then carried on to land at Sarajevo. There they were grounded until April 13 by weather so bad that the Luftwaffe's Fliegerkorps VIII was also kept out of action.

On April 13, all the surviving 35. grupa Furies were ordered to evacuate to Niksic. An encounter with Italian fighters en route resulted in losses on both sides, one Fury being shot down.

On April 14, the day King Petar II of Yugoslavia was evacuated to Greece in a 7. grupa Savoia Marchetti SM 79, there were apparently seven surviving Furies at Niksic.

On April 15, German forces entered Sarajevo, the Yugoslav Commander-in-Chief ordered that Axis aircraft were no longer to be fired on, and the evacuation of Vips to Greece was initiated. Some Furies were burned.

On April 16 the evacuation to Greece continued. The JKRV Commander-in-Chief, Brigadni General Berivoje Mirkovic was severely injured when the SM 79 carrying him and other Vips was shot down by Greek AA.

On April 17, the Yugoslav forces confronting German forces surrendered. Among the JKRV aircraft captured were two Furies that were taken by Italian forces. Both were transported to the Centro Sperimentale of the Regia Aeronautica at Guidonia where Italian tail markings and the prize codes 43 and 53 were applied in white over the black JKRV codes. The latter were not completely obscured, a black 32 remaining clearly visible under the white 43 of the Fury bearing the serial 2232. Both aircraft were subsequently flown by Italian test pilots.

Colour schemes & markings

According to Korda and drawings published in KRILA 43, the Fury IAs had bare metal and silver dope finishes. The kosovski kriz (Kosovo Cross) roundels appeared in four positions on the wings, that on the starboard upper wingtip being significantly larger in diameter than the other three. The three-color zastava covered the entire rudder with the blue on top. The backs of the propeller blades were black. The individual aircraft number, i.e. code, was painted in large black digits on the fuselage sides. One Fury IA had 81 on the fuselage. The third airframe, in its Hispano-Suiza configuration, was coded 90 and had a small black 3 in the white band of the zastava on the port side. A Fury IA with a Kestrel engine but also coded 90 had "No.1" in the white of the zastava on the starboard side. Presumably, there was only one "90" and the second drawing shows the third frame after it had been brought up to standard. The high code numbers possibly indicate that, at the time, fighter aircraft were simply coded 1 through 90 or more.

The Fury IIs originally had a bare metal/silver dope finish, but a camouflage scheme was applied in 1939. Photos of the two captured Furies and the drawings in KRILA 43, and other publications, show the scheme to have consisted of a twocolour, dark green and dark brown (tamno zelena and tamno smedja) disruptive upper-surface pattern and pale grey (svetlo siva) undersurfaces. A drawing in KRILA 43 indicates the outer surfaces of the undercarriage legs and the wheels were

camouflaged, another in Nase Nebo shows camouflaged wheels but the legs painted the undersurface colour. Both drawings and photos show that dark camouflage paint was applied to the lower parts of all wing and cabane struts, the actual extent varying from machine to machine. The kosovski kriz roundel appeared in three positions only: on the starboard upper wingtip and underneath the lower wingtips, the former being larger than the two latter. A serial number was applied in small black digits low on both sides of the fuselage just ahead of the tailplanes, but possibly not on every Fury II.

The situation regarding the codes worn on fuselage sides is confusing. Although the Fury IAs were coded 1 through 3 and the Fury IIs were coded 4 through 53 (and there were not more than 46 Furies in the JKRV's inventory by April 1, 1939), Nase Nebo shows a camouflaged Fury II coded "white 54" and a drawing in another, unidentified Yugoslav publication shows a "white 67" (coupled with a three-colour upper surface scheme and an incorrect radiator profile!).

Most drawings show a small zastava applied to the rudder, but Nase Nebo does not. Perhaps, as in the case of the JKRV's Me-109E-3s, this marking was not applied to every Fury.

The only photographic evidence of camouflage schemes applied to Fury IIs available to the author consists of pictures in publications of the two machines captured and tested by the Italians. These indicate that the outer sides of the undercarriage legs and the wheels were camouflaged. At the time the photos were taken, both machines still had Yugoslav wing insignia but their rudders had been repainted a dark colour, probably dark green, to cover the zastava and Italian white crosses without the stemma sabaudo (Arms of Savoy) had been applied.

The two machines were coded 43 and 53 in white, but in the case of "43", this white code had been superimposed on a slightly larger black 32 which could still be clearly discerned. The KRILA 43 drawings show this feature together with the serial No. 2232. The photos of "53" are not clear enough to show whether this number was also applied over a black code.

But, the photos of the two Furies do show that other captured Yugoslav aircraft also wore white prize code numbers and that the digits of the 77 applied to the machine next to "black 32/white 43" were not of the same type as shown in Aeroplan 6/89 for JKRV Me-109E-3s. Since the codes applied to the JKRV Me-109E-3s were usually black, with white codes reserved for very few machines probably flown by eskadrila commanders, it would appear reasonable to assume that most Furies wore black codes during the April War.

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6. KRILA 43, Drawings (Vol.?, No.?).
7. Miranda, J. Mercado, P., Aviones en la Guerra Civil Espanola 1936/1939: Ingleses-Checos-Polacos, p.138-145.
8. Shores, C. & Cull, B., Air War for Yugoslavia, Greece

and Crete, 1940-41, with Malizia, N. p.187-229.

9. Woodman, H., The Hawker Fury (biplane), Scale Aviation Modeller, Vol. 3, No.8, p.516-518.

The author's thanks are due to Nenad Miklusev for his good advice and for copies of the Yugoslav publications to which reference is made. The information supplementary to that found in English language publications could not have been acquired without his help.

The Models

The 1/72nd-scale Matchbox and Airfix 1/48th scale kits are the obvious choices if a model of any Yugoslav Fury is to be built. Reference to the KRILA 43 drawings, the cutaway drawing in Air Enthusiast No.3 and photos is advisable.

Fury IA: A model can be made up straight from the box, but note that there was a small fairing at the root of the tailskid. Conversion work is called for only if a model of the third airframe in its Hispano-Suiza engine configuration is to be built. There are side elevation drawings of this aircraft in KRILA 43 and Air Enthusiast No.3, plus a photo in the latter. The finish was bare metal/silver dope. In 1/72nd scale, according to KRILA 43, the kosovski kriz roundel on the starboard upper wing should be about 17 mm in diameter, the other three 13 mm in diameter. The decals supplied with the Matchbox kit are 15.5 mm in diameter. The digits of the black fuselage code should be about 9-mm high.

Fury II: Some kit parts have to be modified and others replaced. The suggested procedure with the Matchbox kit is as follows:

(1) Assemble parts Nos. 1, 2, 3, 4, 5, 6 and 7. Note that the back of the pilot's seat is too high and should be cut down, and that a bulkhead should be inserted behind the seat. A scratch-built instrument panel and control stick might be a good idea, but not much of either will be readily visible if the pilot figure is used.

(2) The length of the Fury IA was 8.00 meters, that of the Fury II was 8.34 meters, a significant difference in length that is ignored in all drawings/plans available to the author, even those in KRILA 43. (The difference in nose length between the Mk I and the Spanish Fury is shown in Aeromodeller Plan No. 2727, Air Enthusiast No 3, and plans by R. Caruana in Scale Aviation Modeller International Vol 3, No.8.) So remove the front part of the fuselage with a razor saw, making a vertical cut just in front of the forward cabane struts. Re-assemble the separated parts inserting a 3-mm card spacer and taking care to re-align the gun blast troughs. Fill and sand as necessary to obliterate signs of the spacer. Remove the air inlets on both sides of the cowling and replace with squares of 0.125-mm card slit to represent louvres. Note the apertures just in front of the louvres.

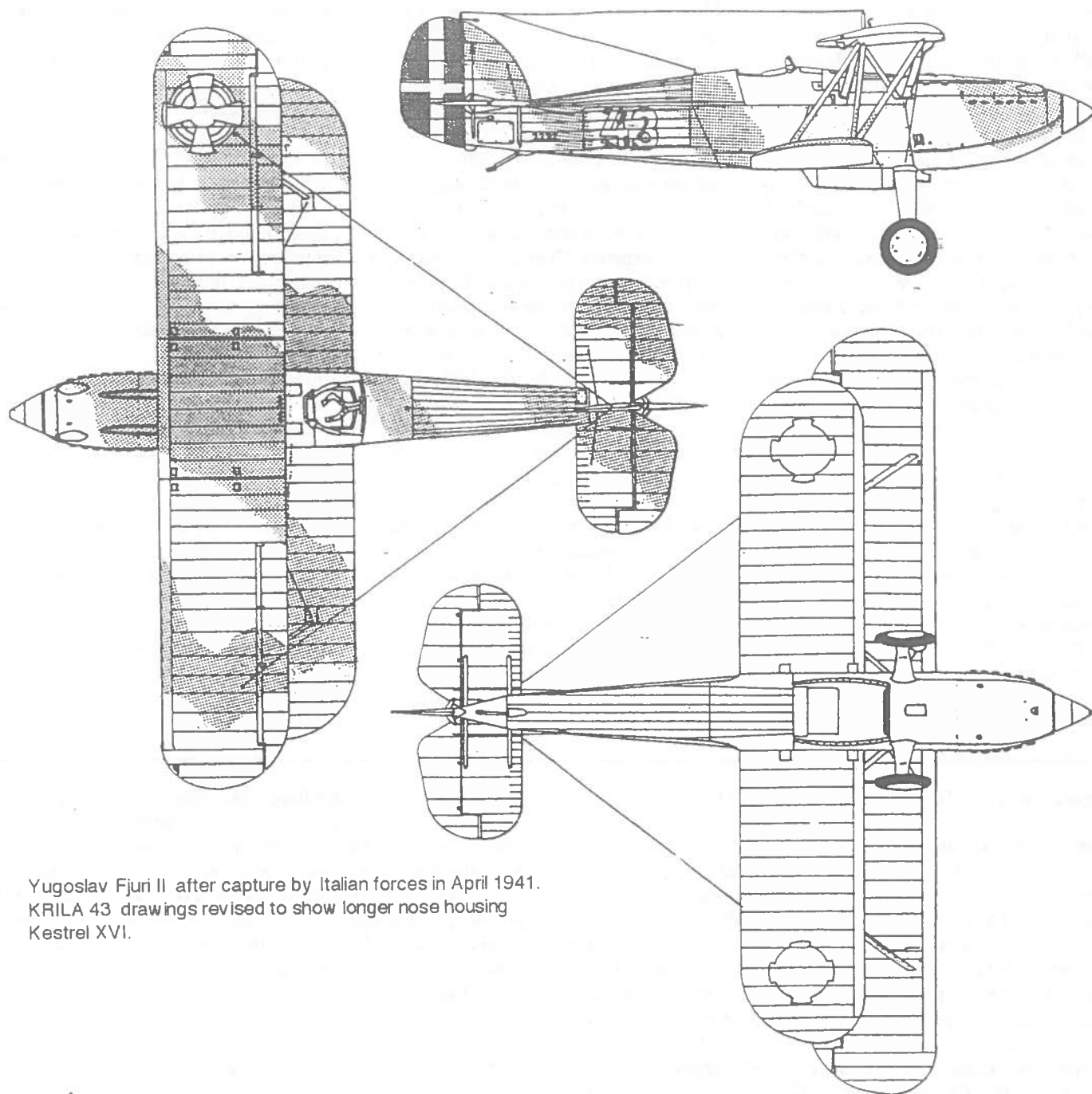
(3) Attach the lower wings (Part 15).

(4) Fit the cantilever undercarriage. Either use the legs and wheels from a Matchbox Gladiator, or the resin parts from an Aeropoxy conversion set (if available), or scratch build. Insert the tops of the undercarriage legs where the "oleos" of Parts 20 and 21 would normally go. Fill the unwanted holes.

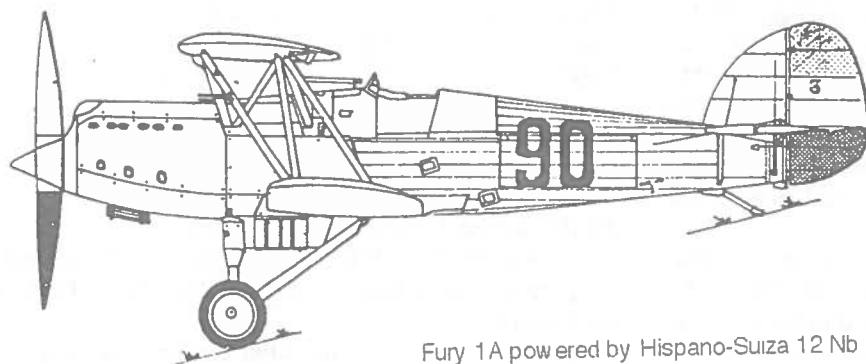
(5) Clad Part 19 with 0.5-mm card and shape to make a new radiator. Attach using the lugs provided.

(6) Make a carburetor air intake from scrap and attach it in front of the radiator.

(7) Attach the tailskid, using scrap to make the small fairing



Yugoslav Fjuri II after capture by Italian forces in April 1941.
KRILA 43 drawings revised to show longer nose housing
Kestrel XVI.



Fury 1A powered by Hispano-Suiza 12 Nb
in 1932/33 (KRILA 43)

1/72

on the fuselage.

(8) Attach the tail assembly (Parts Nos.11, 12,13 and 14) and add a rudder mass balance (toothbrush bristle and dab of PVA). At least one source claims the Fury II had an enlarged fin/rudder assembly but this feature is not shown by the drawings in KRILA 43 which, to their credit, do show the larger, 7-rib fin/rudder of the Spanish Fury. Similarly, although drawings in Air Enthusiast No.3 page 15, show the Hispano-Suiza engined Fury IA, Persian Hornet and Mercury-engined Furies and the Spanish Fury with enlarged 7-rib fin/rudder assemblies, they show the Yugoslav Fury II with the standard 6-rib assembly.

(9) Attach Parts 8, 9 and 10, adding a small air intake immediately behind the join between Part 9 and Parts 1 and 5.

(10) Assemble the remaining parts as shown in the instructions.(11) Paint: see Camouflage & Markings above. The colours used to camouflage Fury IIs must have been the same as those applied on other JKR V aircraft. The guidelines provided by Aeroplan 5/89 are as follows: Tamno zelena = dark green (approx. FS 34079): Dark Green HB 1 (now Humbrol 30 Matt Dark Green). Tamno smedja (braon) = dark brown (approx. FS 30045): Chocolate HF 6 (now Humbrol

98 Matt Chocolate). Svetlo siva = pale grey (approx. FS 36270): Sea Grey Medium HB 6 (now Humbrol 64 Matt Light Grey).

(12). Decal: According to KRILA 43, the kosovski kriz roundel on the upper starboard wing should be 13.5 mm in diameter and those on the lower wings 11.0 mm. In photos, the latter look as though they may have been larger (14.5 mm in 1/72nd scale?). As previously noted, the Matchbox decals are all 15.5 mm in diameter. They are also green or turquoise where they should be blue, but they can be corrected. According to Aeroplan, the proper colour is approx. FS 25090 (Prussian Dragoon Blue MC 12, now Humbrol 109 Matt WWI Blue). The kosovski kriz decals supplied with one Dekno kit are 14.5 mm in diameter, but the cross itself is unfortunately the wrong shape. The zastava should be about 7-mm high in 1/72nd scale and cover the area between the first and third ribs of the rudder (from the top). The digits for the black code will have to come from the spares box.

(13) Rig: Note that, like the Spanish Fury, the tail assembly of the Fury II featured two bracing wires on each side.

(14) If a model of a captured Fury II is to be built, the entire rudder should be

painted dark green, e.g. Humbrol 102 Matt Army Green, before applying strips of white decal to simulate the Italian tail markings. Note that the white code superimposed on the black code was slightly smaller, i.e. approx. 6.5 mm vs 7.0 mm in 1/72nd scale.

Author's request Could any reader who has good photos of camouflaged JKR V Fury IIs as they were prior to destruction or capture please add to the information provided above? Points of particular interest are the use of tail markings and black and/or white codes by the JKR V, the black code possibly still visible under the white "53" superimposed by the Italians after capture, and the serial Nos. applied to Zmaj- versus Ikarus-built Furies.

Does any reader know where kosovski kriz decals in the correct colours and in various sizes can be obtained? In view of the scope and variety of decal sheets now on offer from specialist sources, it seems strange that no JKR V sheet is available.

Sid Napier (SAFCH #1521), Burgstrasse 2, CH-4107 Ettingen, Switzerland.

Yugoslav Dornier Do Y (Continued from page 125.)

Camouflage and Markings

Initially, all Do Ys were painted overall in German gloss paint "Perleweiss", a color widely used in Germany during the early 1930s. The first two Do Ys were initially marked with big production numbers; two on fuselage and four on the wings. On the port side of the vertical stabilizer, was the inscription 'Do-Y' and under it the work number, e.g. 233, all in black. Very soon these markings were replaced by the official registration 'D-3' and 'D-6'. This was in black and in all of the positions of the previous markings. The two final Do Ys carried Swiss civil registration HB-GOE and HB-GOF on the fuselage. On the underside of the starboard wing was the inscription 'HB-' and the rest of registration was on the underside of the port wing. The top sides of the wings did not carry any markings. On the port side of vertical stabilizer was the inscription 'Do-Y' with the numbers (555 or 556) under it. All of these inscriptions were in black. HB-GOE and -GOF had on their vertical rudders the Swiss flag; red with a white cross.

In Yugoslavia, the Do Ys continued to wear the "Perleweisse" scheme. The inscriptions on the port side of the stabilizer were retained, but the rudder was painted in the colors of the Yugoslav flag, blue-white-red. On the wings, in four position, were the Yugoslav national insignia consisting of the 'Kosovo Cross'. This cross was white outlined in dark blue superimposed on a red-white-blue roundel. Two Do Ys, at least, were later

overpainted in a camouflage consisting of topside patches of red-brown, green, and ochre and underside in grey. These planes received the 'war markings' consisting of a narrow Yugoslav flag on the rudder, a big 'Kosovo Cross' on the underside of the starboard wing and a small one on the topside of the port wing. For a short time, the first two Do Ys carried fuselage numbers 1762 and 173 while the K-9 powered aircraft carried numbers 170 and 171. These number were in white.

Color Equivalents

	FS595b	Methuen
Overall grey	26924	1(4-B)2
Red brown	10091	7E8
Dark Green	24079	27(E-F)3
Ochre	13594	
Light Grey	26493	(1-2)B-C)2

Bradic Srecko (SAFCH #1457), P.F. 39, 37000 Krusevac, Serbia.

Photo Captions (Photos on page 110.)

a. Two Do Y with K-9 engines seen in Switzerland during the preparation for the ferry flight to Yugoslavia (Photo: Rupert Reisinger).

b. Dornier Do Y with Jupiter engine seen in Yugoslav markings. Photo was possibly taken in 1935-36 during a visit to Skopije (south Serbia) and the crew is seen preparing for flight. (Photo: Srecko Bradic).

The Polish Air Force at War: The Official History 1939-1943, Jerzy B. Cynk. 336 pages, 9 in. by 12 in. Hardbound. \$59.95 (add \$3.95 if ordered from the publisher). Schiffer Publishing Ltd., 4880 Lower Valley Road, Atglen, PA 19310, USA. E-mail: schifferbk@aol.com.

The background of this two-volume history is described in the "Editorial Note" to the first volume: "The Polish Air Force Association has, since its inception, considered itself to be in duty bound to produce a history of the Polish Air Force in the Second World War. In response to this commitment a history was published a mere four years after the end of the war, under the title 'Destiny Can Wait.' The Committee responsible for the publication of that history were fully aware of its shortcomings due to scarcity of documentation, inaccuracies, and the lack of a proper perspective. However, as they make clear in their Editorial Note, the Committee did not intend it to be the 'final history of the Polish Air Force in the Second World War. It has been rather designed as a preliminary account embodying first hand source material for those who will some day write a full history of the Polish Air Force during this period.' Despite its short comings, 'Destiny Can Wait' was a very successful publication; its many personalized accounts of events, and the proximity of those events to its publication, made a very readable and popular book. Its second edition, published in the USA in the late 1980s, was sold out within a year."

"A great deal has happened in the 50 years or so since the publication of 'Destiny Can Wait,' which has had a considerable impact on the writing of this much more detailed history. Extensive official records relating to air operations during the Second World War have become accessible. Numerous books, memoirs, and articles on this and related subjects have been published; contentious issues and events have been subjected to detailed scrutiny and discussion, and judgments pronounced by various historians."

"Accordingly, we have been most fortunate to be able to entrust the writing of this history to an experienced aviation historian, Mr. Jerzy B. Cynk, whose knowledge of the subject, painstaking research, and sound judgement enabled him to deal with this mass of material and to condense it in a very readable and most informative manner." Everyone familiar with the work of Mr. Cynk will be confident that the faith of the Polish Air Force Association has not been misplaced. Relying on primary sources in the Aviation Archives of the Instytut Polski i Muzeum Sikorskiego (IPMS), including the Operational Records of individual squadrons, daily records of operational activities, etc., Mr. Cynk has put together the story of every operation flown by the PAF from Great Britain during WWII. These descriptions include, where possible, the pilot's name, the type of aircraft flown with its serial number and code, and information on the identity of any enemy aircraft encountered. At the same time, Mr. Cynk does not neglect the political and administrative events influencing the PAF.

A list of the chapter in the first volume will give some idea of the contents: Introduction (34 pages). Part I: The First Encounters with the Luftwaffe (1939-1940). (1) The Lonely Fight with the Luftwaffe - September 1939 (36 pages); (2) The Polish Air Force Reborn in France (56 pages). Part II: The PAF's Part in the Struggle for Air Supremacy. (1) Establishment and Development of the PAF in Great Britain (13 pages); (2) Polish Fighter Operation 1940-1943 (104 pages); (3)

Polish Army Cooperation Activities (7 pages); (4) Polish Bomber Operations 1940-1943 (52 pages). All chapter are profusely illustrated with photos, most of which will be unfamiliar even to the most dedicated student of the PAF. Now, on to the second volume of the history of the Polish Air Force in world War Two.

The Polish Air Force at War: The Official History 1943-1945, Jerzy B. Cynk. 336 pages 9 in, by 12 in. Hardbound. \$59.95 (add \$3.95 if ordered from the publisher). Schiffer Publishing Ltd., 4880 Lower Valley Road, Atglen, PA 19310, USA. E-mail: schifferbk@aol.com.

The second volume picks up where the first one left off: Part III: The Strive for Allied Victory in Europe and Abandonment of the Polish Ally. (1) Lining up for the final Act (46 pages); (2) The PAF's Role in the Invasion of Europe (59 pages); (3) Operations in Support of the Polish Home Army and Freedom Fighters in Europe and the Political Betrayal of the Free Poles (53 pages). Part IV: Supplementary and Non-Operational Units and Activities of the PAF. (1) Poles in the RAF Aircraft Ferry and Air Transport Operations (4 pages); (2) Training Units and Activities (6 pages); (3) Balloon Barrage Unit and the PAF Technical and Service Formations (6 pages); (4) Polish Contribution to the Aviation Sciences, Research and Industry (7 pages); (5) Development Plans for the PAF in Independent Poland in the Immediate Postwar Period (3 pages). Part V: Postwar Developments. (1) The PAF in the Postwar Era (12 pages); (2) The Polish Air Force Association (8 pages). Addendum: PAF Operational Squadrons and Wings - Basic Data, July 1940 - December 1946. The appendices are too numerous to mention here, but they consist of 61 pages of documents and tables of such things as "Polish Flying Personnel of Operational Fighter Units in France and personal Scores" and "Air Victories Credited by Fighter Command HQ to Polish Squadrons and Polish Pilots in British Squadrons in the Battle of Britain". An 8-page section, "The PAF in Color", includes 16 color photos and 12 color side-view drawings. This volume concludes with a Bibliography and an Index of names for both volumes.

After 50 years in gestation, the definitive history of the Polish Air Force in World War Two has been written. But, even the author admits, " ... almost every chapter of this work could easily be expanded into a full volume. A balance had to be struck to produce a book of reference, combined with a narrative which would be a fitting memento of the exploits of Polish airmen in the last war. It also had to appeal to a wider readership, including young aviation enthusiasts seeking information on specific combat engagements, and on camouflage, markings and serial numbers of aircraft flown by their Polish heroes." In this the author has succeeded in ways far beyond any reader's reasonable expectations.

The only regret this review has is that the author did not have time to search the German archives for the other side of each aerial engagement, but this would have required super human effort and probably would have delayed the publication for another 50 years. Hopefully, these volumes will encourage others to research individual engagements and publish articles (in SAFO?) describing both sides of the action.

The Polish Air Force at War is highly recommended to all aviation enthusiasts and modelers with an interest in WWII in general or in the Polish Air Force in particular. The modeler will be able to

make that PAF Spitfire or Wellington in the markings of a specific crew and operation. So, take that check you got for Christmas (if you haven't already spent it on a couple of Fujigawa kits or some new electronic gadget) and send away for both volumes. By the way, if you don't already have *Destiny Can Wait*, you shouldn't stop looking for it. It's an entirely different type of history; more poetic and more nostalgic.

[Review copies provided by the publisher.]

Jak-3 Skrzydła w Miniaturze #15. Wydawnictwo Avia-Press.

From issues #1 to #8, *Skrzydła* was pretty much a standard aviation/modelers magazine with the usual mix of articles. However, beginning with issue #9 they change to a monograph format which featured a single aircraft type per issue: #9 *Fairey Firefly MkI*, #10 *Firefly MkII-Mk8*, #11 *Fw 189*, and #12 *Curtiss SB2C Helldiver* (I missed numbers 13 & 14). All these monographs contained a multitude of excellent scale drawings while gradually adding color side-view drawings. There a quantum jump in quality between #12 and #15; the use of high-quality glossy paper greatly improves the reproduction of the photos, color photos are now included, and the amount of color has been greatly increased. All in all, first-class monographic production.

Skrzydła's monograph of the *Jak-3* consists of 48 A-4 pages 43 b&w photos, 16 color photos of the details of a museum example, 6 pages of scale multi-view drawings, 8 pages of construction and interior details, a color cover painting, a 2-page color 4-view drawing, and 15 color side-view drawings (including 3 Normandie-Niemen and one Polish AF aircraft). All the text is in Polish.

Skrzydła's monographs are definitely worth looking into and the *Jak-3* is highly recommended to anyone interested in this Soviet a/c. For further information on this, and earlier *Skrzydła* publications, contact the publisher and SAFCH member: Zbigniew Luranc, ul. Startowa 13 A m. 6, 60-461 Gdansk, Poland. [Review copy provided by the publisher.]

Regia Aeronautica 1935-1943, M. Wawrzynski and Z. Lalak. A-4 96 pages. Softbound. Mirosław Wawrzynski, Lipowa 9 m 14, 05-800 Pruszkow, Poland.

Some of the best aviation books being produced today come from Poland. However, it is still surprising to see the Poles producing an excellent book on the *Regia Aeronautica*. The high-quality glossy paper allows for excellent reproduction of the photos (mostly b&w, but including 9 contemporary color photos) and 58 color side-view drawings. Although the text is entirely in the Polish, the photos, tables, maps, and color drawings allow the reader with no knowledge of the Polish language to enjoy and learn from this book. The great majority of photos are new to this reviewer.

The chapters and their content are: 1) *Organizacja Regia Aeronautica 1935-1943*: 2 pages including one photo and numerous tables listing number of aircraft by type and location in 1939 and 1940. 2) *Etiopia 1935-1939*: 5 pages including 14 photos (including the seldom illustrated Ca.111) and the order of battle December 1935. 3) *Wojna domowa w Hiszpanii 1936-1939*: 4 pages including 13 photos. 4) *Walki nad Francja*: 5 pages including 9 photos and order of battle 10 June 1940, and table of operations. 5) *Walki nad Wielka Brytania 1940-1941*: 3 pages including 5 photos, order of battle 22

October 1940, and table of operations. 6) Malta i Morze Srodladne 1940-1943: 19 pages including 52 photos, order of battle 10 June 1940, aircraft stationed in Sicily, order of battle 12 August 1942, operations against Malta, and map of the central Mediterranean Sea. 7) Lotnictwo torpedowe 1940-1943: 4 pages including 10 photos and list of torpedo squadrons and their equipment. 8) Afryka Polnocna 1940-1943: 10 pages including 34 photos, map of air bases in North Africa, and order of battle 12 August 1942. 9) Kampania w Afryce Wschodniej: 8 pages including 17 photos, map of air bases in East Africa, order of battle 10 June 1940, list of number of aircraft by type, and list of aerial victories by Fiat CR.32 squadrons. 10) Wojna nad Balkanami 1940-1941: 7 pages including 16 pages and too many tables to list here. 11) Front Wschodni 1941-1943: 3 pages including 7 photos and table of operations in Russia. 12) Obrona kraju 1940-1943: 12 pages including 28 photos, map of air bases in Italy and order of battle on 8 September 1943.

The 8 pages of color side-views include the familiar and the obscure: BR.20, Ba.65, CR.32, G.50, Ro.37, CR.20, Ca.101, S.79, Ca.133, CR.42, Ba.88, Z.501, Ca.313, Hurricane, Ju 87, S.82, Z.1007, Blenheim, Fi 156, C.202, Potez 63.11, Fizzir, LeO 451, Do 217, Re.2001, D.520, C.200, Ca.311, S.84, Z.506, Bf 109, RS.14, P.108, Re.2005, C.205, & G.55. All these aircraft are identified as to subtype, location, and time.

Regia Aeronautica 1935-1943 is an excellent book that will greatly increase the knowledge of both the aviation enthusiast and the modeler. It is highly recommended to both. [Review copy provided by the publisher.]

Gloster Meteor F.4 en Argentina, Atilio Marino. 96 pages 20 cm by 27.5 cm. Softbound. Jorge F. Nunez Padin, Ave. Piedrabuena 2915, 9001 Rada Tilly, Argentina.

Everyone familiar with SAFCH member's Jorge Nunez's monographs on Argentine military aircraft is aware of the high quality of the research that goes into his publications and also have been impressed with the breath-taking quality of the photos each his publications. Now, Jorge has decided to apply his considerable editorial talents to a larger canvas; and what better subject than the Argentine Meteors.

Argentina was the first foreign user of the Meteor, ordering one-hundred Mk 4 in 1947. They served until 1971, firing their guns in anger on both sides during the successful revolution against the Peron regime in 1955. During their service they carried two color schemes: first an all-over silver with, for a short time, checkered vertical fins, and, later, a camouflage of "Verde Oscuro" and "Gris Plomo" over "Azul Cielo".

This large-format book contains over 150 b&w photos, 19 color photos, 7 color photos of insignia, 4 side-view drawings, and a comprehensive text. Unfortunately, the text is in the Spanish language, but anyone who can say "San Jose" correctly should have no trouble picking out the salient facts in the chapters: 1) Historia: El Contrato No.510, Entrenamiento & reception, Los Promerovuelos, La entrada en servicio, El ultimo vuelo; 2) En Servicio: En accion, En combate, Mas alto, mas rapido; El Legendario Meteor: Presentaciones en publico, Viajes al exterior, Escuadrillas acrobaticas, Encuentro en El Desaguadero, 4) Tecnica: El Gloster Meteor, EL Meteor IV, Modificaciones, Meteor biplaza, Un problema insoluble, Sistemas radioelectricos, Sistemas de armas; 5) Colores & Insignias: Perfiles, Insignias. Apendice 1: Historiales Individuales; Apendice 2: Los Sobrevivientes; Apendice 3: Los Pilotos; Apendice 4:

Accidentes Fatales. (Readers unfamiliar with the Spanish language will have trouble deciphering "Sobrevivientes", but a glance at the photos in Apendice 2 will reveal that these are Meteors surviving in Argentina.

Of particular interest are the photos of the Meteors flown by the insurgents in the 1995 revolution; this is the first time this reviewer has seen Argentine Meteors in these markings.

Meteor F.4 in Argentina is another outstanding publication edited by Jorge Nunez and it can be recommended without reservation to all enthusiasts of aviation history and modelers. It is a "must" buy for anyone interested in aviation in South America and any modeler who has an unbuilt Frog/Novo Meteor F.4 in his/her loft. [Review copy provided by the publisher.]

[Editor's note: Jorge has provided several of these excellent books for sale through the SAFCH Sales Service. See list for price.]

Les Avions Renard: 1922-1970, Andre Hauet and Guy Roberty. 368 pages 19 cm by 25 cm. Softbound. 1.550 BF by IMO in Belgian Francs to: Fonds National Alfred Renard, c/o Didier Campion, 83 Digue di Canal, B-1130 Brussels, Belgium. They also accept Eurocard, Access, Mastercard and Visa. All proceeds go to help restore old aircraft. Most enthusiasts of the small air forces are familiar with the elegant Renard R-31 two-seat, parasol reconnaissance aircraft that served the Belgium Air Force so valiantly during those desperate days in May of 1940. Fewer are the number of enthusiasts who recognize Renard as the builder of training aircraft between the wars, the designer of a trimotor transport and sleek monoplane fighters just prior to WWII, and a partner in construction of the postwar Stampe & Renard training aircraft. Fewer still are those who are aware that the R-31 was the only combat aircraft built in quantity by Renard. SAFCH member Guy Roberty and Andre Hauet have now provided a remedy for this lack of knowledge by writing the definitive book on the history of Alfred Renard and his aircraft.

The book, written in French (with a short information-packed summary of the life of Alfred Renard in English), is arranged in chronological order. The story begins in 1922 with a series of primary, advanced, and acrobatic aircraft for the Belgian military as well as sports aircraft for the civilian market. These were built under the designation RSV (Renard/Stampe/Vertongen). In 1927, Renard formed his own company to produce aircraft designated by the suffix "R-". Aircraft produced in quantity included a number of sports aircraft and the famous R-31 reconnaissance aircraft. Also built were the prototypes for a small 3-engine colonial transport and a 3-engine transport that was the first commercial pressurized transport in the world. Just before the outbreak of WWII, three prototypes of low-wing monoplane fighters were built (R-36, -37, and -38), the latter, powered by a Rolls-Royce Merlin engine, was in the same class as contemporary Spitfire and Bf 109. After the war Renard again teamed up with Stampe to produce the line of SV-4 biplane trainers for the Belgium and French air forces.

The story of each aircraft type begins with a technical description followed by the history of each individual civil machine by registration number. The service history of the military machines is described and a list of serial numbers is included. The photo coverage is extensive with a photo of each individual civil machine and numerous photos of the military machines. The quality of the reproduction of the photos is outstanding. Finally, each aircraft type is illustrated by an excellent 3-view drawing.

This should please collectors of 3-view drawing as well as modelers who want to add some unusual aircraft the their collections and are not afraid of scratch building.

Les Avions Renard is possibly the finest book ever published about a single line of aircraft and it is highly recommended, without reservation, to all aviation enthusiasts and modelers no matter what their area of specialization. [Review copy provided by the author.]

Pearl Harbor: Le Pacifique s'Embrase. #6 Battailles Aeriennes. Softbound. Lelas Presse, 39 rue A. Briand, 62200 Boulogne/Mer, France. 69F.

This series on the aerial campaigns of WWII now turns to the Pacific Theater with a fact-filled issue on the Japanese attack on Pearl Harbor on 7 December 1941. The 82 pages contain over 120 photos, 18 color side-view drawings, and numerous maps and tables. The chapters are: (1) "L'Expansionnisme Japonais; La Situation dans le Pacifique en 1941" 3 pages 5 photos; (2) "Les Preparatifs Japonais: Fin des Negociations et Plan d'Attaque" 9 pages including 13 photos, map showing the day-by-day position of the Japanese fleet during its approach and withdrawal from the Hawaiian Islands, and scale drawings of the aircraft carriers used in the attack (Akagi, Kaga, Soryu, Hiryu, & Zuikaku). (3) "Nagumo Approche: Les Premieres Alertes Oahu" 7 pages including 11 photos, map showing the minute-by-minute approach of the first wave of attacking aircraft from 0702 to 0739, and 3 color side-view drawings (Zero, Kate, and Val). (4) "La Premiere Vague d'Assault a l'Attaque" 12 pages including 21 photos, 3 tables listing aircraft (Composition of the First Wave, US Navy & Marine Corps, & USAAC), map of route of the Japanese over Oahu, 7 color drawings (2 Zeros, one Jake, 3 Kates, & one Val). (5) "Ils Arrivent en Pleine Bagarre: Les SBD de l'USS Enterprise & les B-17 de Californie" 7 pages including 15 photos, table of the SBDs sent out to search for the Japanese fleet, and a map of the SBD search pattern. (6) "Le Raid de la Seconde Vague d'Assault Japonaise: Reaction de la Chasse Americaine" 18 pages including 34 photos, table of the composition of the second wave, a map of its route over Oahu, and two color drawings (P-36 & P-40). (7) Les Sous-Marins de Poche Japonais" 2 pages including 4 photos. (8) "Le Depart des Japonais" 2 pages including 4 photos. (9) "Les Pertes Civiles" 2 pages including 3 photos and map of Honolulu with sites of explosions. Appendices: (a) "Les Pertes Americaines" 3 pages including 5 photos, table of ships lost and damaged, and table listing the number of American airmen killed by base. (b) "Les Pertes Japonaises" 2 photos and table listing Japanese airmen killed in each attack wave. (c) Color side-view drawings (Zero, Val, Kate, SBD, and B-17). (d) "Les Chefs Americains" one page including 2 photos. (e) "Position des Navires Americains 7 December 1941 a 07 H 55" a one page map of Pearl Harbor. (f) "Codes a Marquages Japonais" one page including one photo.

This issue ends with two pages of color drawings of uniforms unrelated to the subject of the issue ("Etats-Unis Tenues de vol front europeen 1943-1944" and Etats-Unis, USAAC, US Navy Second Guerre Mondiale"). The back cover repeats 8 of the color profiles already appearing inside the issue. Both of these are a waste of space that could have been better used to add to the theme of this issue.

In this reviewer's opinion, this is the best in the Battailles Aeriennes series. The photos of the burning ships and destroyed aircraft brought back memories of the "Day that will live in infamy" that

Pattuglia Acrobatica Nazionale. 98 pages, 39 cm by 29 cm (15.5 in. by 11.5 in.). EDAI JP-4 Mensile de Aeronautica, Via G. Guinicelli 4, 50133 Florence, Italy. L 22,000.

all interior details as well as flight procedures. Pattuglia Acrobatica Nazionale is an indispensable book for anyone interested in national acrobatic teams in general or the MB 339 in particular. [Review copy provided by the publisher.]

[Editor's note: Military Insignia of the World by Cochrane and Elliot, which was reviewed in SAFO #87, is available for \$29.95 from Zenith Books, PO Box 1, Osceola, WI 54020, USA. Telephone: 1-800-826-6600.]

Gaceta de la Aviacion #24 July 1998 includes the following articles of possible interest to SAFCH members. The remembrances of Miguel Cabrera includes a photos of PT-23 A-202 in flight and a good shot of Avenger TBM-1C TB-53 in US before its delivery flight to Uruguay (TB-53 and TB-52 became A-553 and A-552 before the flight). A note on ex-RAF Wessex HC Mk2 delivered to the Uruguayan Navy beginning in January 1998; XR-505 (A-081), XR-521 (A-082), XS-676 (A-083), XS-678 (A-084), & XT-603 (A-085). Note on the delivery of two Eurocopter AS 365 N2 Dauphin for the Uruguayan Air Force; 090 (s/n 6526) and 091. An article about two expeditions to the Antarctic (Wilkins in 1928 and Ellsworth in 1935) with photos of Lockheed Vega X3903 'Los Angeles' in Montevideo harbor and Northrop Gamma 28 'Polar Star' at the Air France field at Pando (now the Aeronautical Military School for the FAU). An eight-page article (part 2) on the TBM Avenger in the Aviacion Naval with five photos. (The author, Nelson Acostam is a friend of mine and he asks the SAFCH community for any information that might explain the rather mysterious numbers he found in an official document. We wrote to Dan Hagedorn who replied that TBM-1C used the USN Bureau Numbers as construction numbers and he could not explain the mysterious numbers: A-501 (2815), A-502 (2381), A-503 (1090), A-504 (2660), A-505

(2225), A-506 (1952), A-507 (2821), A-408 (2045), A-551 (2868), A-552 (2334), A-553 (644), A-554 (69481) the only TBM-3-E and a good match with BuAer number), A-555 (2567), A-556 (1589), A-557 (1777), & A-558 (1966).

Aeronoticias #31 August 1998. An article on Uruguayan assistance to Paraguay during recent disasters caused by 'El Nino'. Our government sent one of our new Dauphins (FAU 091) with an experience crew. Photos include two of 091. An article by Antonio Sapienza on the Arma Aerea Paraguaya during the Chaco War with the usual good coverage including photos of Wilbault 73, Potez 25, Curtiss Falcon, and Macchi M.18. A note on the 'new' Naval Wessex with four photos. A note on the recent donation by the US of five UH-1H to the FAU; three of them were fully reworked in the US and are in service as 053 and 055; the others are for cannibalization. Excellent color photos of the Boeing 737-200 of our flag airline PLUNA which are adorned with art by JP Vilario (father of one of the Andes survivors whose story was told in the movie 'Alive'). Color coverage of the Uruguayan Aeronautical Museum after the fire (Neybar, Dragonfly, SNC-1 Falcon, Chipmunk, Castaibert, replica 14bis, and Stieglitz). An article about why the famous Spanish flying boat 'Plus Ultra' never returned to Spain after its famous South Atlantic flight. (It is now on display in an Argentine museum.) An article, with four photos, on the Argentine AF 'Escuadrilla Condor' who flew the

Morane-Saunier 760. The 'Mas Alla de los Anes' section has news about Chilean aviation; photos of C-47 (26974) CC-CLL of 'Aspar' which was donated in flying condition to the Chilean Aeronautical Museum, a Cessna 337 (330) one of ten recently acquired from the USAF by Chilean Aviation Naval, and a photo of two of the four F-5E Tigre II which made the first flight of combat planes from the mainland to the Chilean island of Pascua in the Pacific (3700 km). They used a Gulfstream III for weather information and a KC-707 'Aguila' for aerial refuelling.

Eduardo Luzardo (SAFCH #1383), Picardia M.267 S.37, 91001 Barros Blancas, R.8 km 22500, Uruguay.

Newsletter: The Australian Society of World War One Aero Historians. **Membership Secretary:** Dyan Bridger, 10 Cypress St., Normanhurst, NSW 2076.

This 12-page newsletter contains a 2-page article "London to Paris; as reported 76 years ago", "What New in Kits" one page. "The Modeller's Column" one page, and club news. While this newsletter contains little of interest to the small-air-force enthusiast, it does reveal an active group of aviation historians/modelers. Every one living in their vicinity and interested in WWI aviation should contact their membership secretary for information on meetings.

Goodyear F2G Corsair, 1/72-scale injection-molded kit with etched-brass and cast-resin accessories. Aviation Usk, PO Box 97, Usk, WA 99180, USA. \$23.95. E-mail: avusk@povn.com. Web site: <http://www.povn.com/avusk>

Growing up in Cleveland, Ohio, and having attended some of the first National Air Races after the end of WWII, I've always had a fondness for the F2G Corsairs that Cook Cleland flew to victory in the 1947 and 1949 Thompson Trophy races. It is, therefore, with great pleasure to review the Aviation Usk kit of the Goodyear F2G.

The kit, molded in light grey plastic, has excellent surface detail consisting of finely engraved panel lines and well-delineated control surfaces. However, there is more flash than than we've come to expect from Usk, so the small parts need careful attention. A small, beautifully double-etched, brass fret provides the parts to build a well-detailed interior, the screens for the wing and cowl intakes.

and the torque links for the landing gear. The vacuformed bubble canopy is well molded and very clear. Two resin-cast parts provide the extended air intakes needed to model two of the races featured on the decal sheet.

The decals sheet (15 cm by 19 cm) provided markings for four aircraft: (1) A standard USN/Marine F2G 'C51' in glossy sea blue. (2) Ben McKill's N5588N, race number '57', which finished 3rd in '49. It is red with white fuselage trim and white 'sunburst' on the wings. (3) Ron Puckett's NX91092, race number '18', in dark blue with bright red orange cowl. (4) Cleland's '49 winning N5590N, race number '94' with 58" removed from both wing tips, extended air intake, and propeller spinner. This aircraft was finished in overall white with blue spinner and wing-tip end plates. The decals are superbly printed and contain the markings for all four aircraft including the 'Sohio' and 'Kendall' logos.

The four-page instruction sheet devotes one page to exploded construction drawings (with no reference to the modification needed for the racers); 3-view drawings of the four aircraft for which decals are provided, included notes for the modifications needed for each version; and six photos of F2G races not covered by the decals. The always colorful Usk box art includes color side-view drawings of the aircraft covered by the decals as well as color photos of '57 and '94'. A couple of extra color photos are included of other F2G racers and USN aircraft.

The Goodyear F2G is another fine kit from USK that is unlikely to be produced by anyone else. Highly recommended to modelers of racing aircraft, but, I must admit, that USN color scheme looks very attractive. This kit is a must for anyone putting together a collection of models showing the evolution of the Corsair. [Review kit provided by Usk Aviation.]

in Australia, as are six of the present Skyhawks. The A-4's (19 left out of 24 bought in 1970 and 1984) will be put up for sale, although given their age and high airframe hours I cannot see them selling to anyone but a museum. Serial numbers for the F-16 are likely to be in the NZ65xx block following on from the Aermacchi at NZ64xx in the fast jet series, with separate sub-blocks for the A and B models. One possible problem is that the opposition Labour party, which is anti-defence, is threatening to review the deal if it became the government after the next election.

The Navy will not get a third helicopter-carrying ANZAC-class frigate to replace the last of the Leander class, not even a second-hand one off the Australians. A decision on a replacement for HMNZS Canterbury is deferred again for 2-3 years. The logistics ship HMNZS Charles Upham, currently in Europe on lease to a Spanish company, is to get its much delayed re-fit when it returns to NZ, including a helicopter-landing deck. The Army is to get some new equipment and armoured vehicles.

Paul Adams (SAFCH #773), 14 Walters Road, Mt Eden, Auckland, New Zealand.

"I'd like to offer some additions to the article on the Peruvian Su-22 (SAFO #87) plus some new information on Bulgarian markings of WWII.

"Peru purchased the Su-22M3 with the R-29BS-300 engines since these are the same type used on their earlier Fitters. When it was time to update, Peru decided on the Su-25 although I do not have any photographs with which to pinpoint this subtype. They ordered 12 single-seaters and 2 trainers along with 18 Fulcrum C air superiority fighters, Thor AA systems, and Tunguska AA systems. The Su-22M3 subtype can be identified from the very similar Su-17M3 subtype by looking at the rear of the fuselage and the exhaust pipe. Compared to the KP kit, it is thicker, rounder, and with a shorter exhaust. As for camouflage, it is in Russian colors of sand and brown over light blue gray. Before the windscreen is an anti-glare panel in the same light blue gray cockpit interior color. The landing gear covers are in brown. Another scheme has made an appearance when each M3 is overhauled. It is in gray and dark green over light blue gray. Strangely, the Fitters seemed to be getting new serials since the construction number (painted on the gear covers) no longer match the aircraft serial located below the Peruvian flag on the vertical stabilizer. Camouflage on the Fulcrums is the standard Russian air superiority scheme of grays and is of the type found on the hunch-backed versions. By looking closely under the cabin, one will note that the bulge one normally sees is missing. Without seeing the hunchback itself, this is a quick identifier.

"Now for the Bulgarian update. Fellow SAFCH member, Stephan Boshniakov, sent me a Bulgarian magazine Klub Krilye (Wings Club) in which appeared an article on Bulgarian WWII markings. The following was gleaned from these pages: The aircraft flashes were added by an order from the HQ of His Majesty's Air Force (HMAF). These were to be yellow for fighters, light blue for reconnaissance, and red for bombers. Most aircraft were in the standard Bulgarian camouflage of dark green over light blue. (Notable exceptions being the Bf-109 series and the D-520s. All, except approximately half of the D-520s were in standard German camouflage. The other half of the French fighters retained their French camouflage.) On the vertical tail appears a triangle with the board ID number above the aircraft type ID number. The type number is unique to each aircraft flown. The

board ID number appeared in white above the wings and in black below. The sides were usually marked in black also. The exception being the squadrons that received special recognition. In the third wing, the sixth fighter regiment had the numbers in yellow for the wing commander, white outlined in red for the 672nd squadron, green outlined in white for the 682nd and red outlined in white for the 692nd squadron.

"Now, I'd like to make an appeal to my fellow members. I have provided to a manufacturer the information necessary to release accurate decals for Peruvian and Bulgarian aircraft. This includes accurate color schemes with the proper paint chips for the Peruvian Air Force. Since I no longer seem to have an exclusive on Peruvian aircraft photos or camouflage information, it is time to let this company know that they should release these products before someone else does. The company is Meteor Productions, who have, in the past, produced excellent decal sheets of small-air-force subjects. If you are interested in getting these Peruvian and Bulgarian decals produced, please write to Meteor Productions, ATTN: David H. Klaus, PO Box 3956, Merrifield, VA 22116. The release of these products, especially if successful, will guarantee that more modelers of closed countries will share their information. We will all profit in the end.

Saul Garcia, II (SAFCH #1523), 260 Lee Ave., Brooklyn, NY 11206-5402, USA. Email: LatinAF@aol.com

"I traveled to Lithuania this summer, where I had the fortune to attend an air show in Kaunas on June 21. The Lithuanians love to celebrate anniversaries, and three were commemorated this year - the 80th of the declaration of independence at the end of World War One, the 70th of the first parachute jump in Lithuania, and the 100th of the birth of aircraft designer and pilot General Antanas Gustaitis.

"The show took place at Aleksotas airport, the older and smaller of Kaunas' two airports. This is also the location of the Lithuanian Aviation Museum, which is located in the old office building and terminal of the airport. Much of the museum's work is research, as money to set up displays seems to be in short supply. Some items currently stored in a hanger and in the old passenger terminal are old engines, including one Messerschmitt, several gliders and civilian planes, a replica of the *Lituanica* that crossed the Atlantic in 1933, and a recently donated Polish Iskra. There are a few remnants of the Soviet military as well, including the shell of an Mi-6 off to one side, which people were climbing in and on all day, even to the point of shinning up the rotors!

"I had the pleasure of being accompanied and guided at the air show by Museum staff member Saulius Stulas (who helped bring the article on Lithuanian Fokkers to SAFO). During the show, all types of aircraft were on display and in flight - military, homebuilts, civilian, aerobatics, a Lithuanian-produced primary trainer, and an Mi-8 and An-2 refurbished for civilian and business use in Kaunas workshop.

"From the small air force perspective, the show was a special treat. Every type of aircraft flown by the Lithuanian Air Force was present. A static An-24 still in Aeroflot colors was near the entrance. Next to it were an Mi-2 and Mi-8 ready for summer maneuvers with NATO and PfP countries. One could walk right up and into the helicopters before the show got started. It was a photographer's treat! An L-410 Turbolet was set off a bit, but three L-39 Albatross jets were right at the crowd control tape.

An An-2 transported the show's parachutists. During the show, a military An-26 landed, but was not on display. All the military aviation aircraft flew at least once. The jets flew several times, first singly, then in a pair, then all three together. The Mi-8 and the An-2 had newer three color schemes, different from the ones seen in aviation journals over the past two or three years.

"Overall the action was non-stop for four hours - as soon as one part was over some other aircraft was airborne. Of particular note were the two aerobatics performances by Jurgis Kairys in his Sukhoi Su-31. He has been ranked in the top three in the world in recent years, and his stunts were truly amazing, including a few I had never seen elsewhere. The intimate atmosphere made it a real treat for observation, pictures, and note taking.

"Other items of note from the show: There is a fund-raiser underway for the construction of a replica of Gustaitis' ANBO 41. Attending the show was Lithuania's oldest living military aviation officer, who was a pilot back in the 30's. Unfortunately I cannot recall the name, but he was wearing a military uniform with his retirement rank proudly displayed. Also attracting attention was a display table from what could be Lithuania's only model shop. I chatted with the owner in a mix of Lithuanian and English (since I don't know how to say things like 'recessed panel lines' in Lithuanian). He is opening a second shop in Vilnius. He would like contact with any companies interested in import/export of models, and I imagine he would do a search service for rare or home-business models from Eastern Europe. There is an active modeling club in Kaunas; they are doing research and matching on current and pre-WWII military aviation colors.

"I have enough information that I hope to be able to do a small article on some of the colorings and marking of current Lithuanian aircraft. Of course, I would welcome any additional information and insights!"

Ed Vaitones (SAFCH # 1412), 16 Berry Court, Milford, NH 03055, USA.

"I am very grateful for SAFO publishing my photos of the Museo Aeronautico at Montevideo. This was a fitting tribute to our old 'birds' which were victims the fire.

"The magazine 'Aeronauticas' has begun a campaign to raise funds to help reconstruction. They have printed 100 copies of a photo of the DH-90 Dragonfly 'Churrinche', the first aircraft of PLUNA, our flag airline, and one of the more important exhibit destroyed in the fire. It's a great photo (40 by 30 cm) printed on first quality paper with the signatures of four of the original pilots from between 1936-40. Cost is \$10 plus mailing. The names of all the purchasers will be published in the magazine and the total amount will be given to the Museum. If you are interested, phone (0115982) 401 6677, or write to Andres Mata (Aeronauticas), Casilla de Correos 1551, CP 11000 Correo Central, Montevideo, Uruguay.

"Here are the new additions to our Uruguayan Air Force: US Government donated six UH-1H to the FAU. Of the five arrived on a C-5 Galaxy on 26 June 1998. three had been restored to new with FAU funds in the US (FAU 053, 054, 055). The FAU received an LA-58 Pucara (226) from Argentine AF sometime this year (date unknown). On 7 September, two Beechcraft B-48 Barons (790 & 791) arrived after a ferry flight from the manufacturer. They will be used by the Escuela Militar de Aeronautica at Pando where they will be designated UB-58.



